

Transportation Improvement Program

Fox Cities Transportation Management Area

2020



Fox Cities
Transportation Management Area
Approved October 25, 2019



East Central Wisconsin
Regional Planning Commission

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TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE FOX CITIES (APPLETON) TRANSPORTATION MANAGEMENT AREA

- 2020 -

Approved October 25, 2019

Prepared by the

East Central Wisconsin Regional Planning Commission

The East Central Wisconsin Regional Planning Commission's CY 2019 planning program is supported by federal assistance. Specific funding for this report was provided by the Federal Highway Administration, Federal Transit Administration, the Wisconsin Department of Transportation, the Economic Development Administration, the Wisconsin Department of Administration and the Wisconsin Department of Natural Resources. The contents of this document do not necessarily reflect the official views and policies of the U.S. Department of Transportation, Federal Highway Administration

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ABSTRACT

TITLE: TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
FOX CITIES (APPLETON) TRANSPORTATION
MANAGEMENT AREA - 2020

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SUBJECT: A five-year transportation improvement program of operating
and capital projects.

DATE: Approved October 25, 2019

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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The Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of four years and includes projects recommended for implementation during the 2020-2023 program period. The specific annual element time frame recommended for funding approval differs for the FHWA Surface Transportation Program (STP) and the Federal Transit Administration Operating and Capital Assistance Programs. Funding recommendations for STP-Urban Projects from 2023 through 2024; for transit assistance programs, 2020 and 2021.

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INTRODUCTION

INTRODUCTION

The *Transportation Improvement Program* (TIP) is an annually prepared program of transportation projects that will be utilizing federal funding assistance in their implementation. This TIP includes projects within the Fox Cities (Appleton) Transportation Management Area (TMA). It has been developed by the East Central Wisconsin Regional Planning Commission as the designated Metropolitan Planning Organization (MPO). The MPO works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for preparing a State Transportation Improvement Program (STIP) programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by the Fixing America's Surface Transportation Act (FAST Act) administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, East Central has worked with the WisDOT Northeast Region, transit operators, and local governmental jurisdictions to compile a list of projects from their capital improvement programs and budgets for the four-year period from 2020 to 2023. These lists of programmed and candidate projects were then reviewed for consistency with long range plans, prioritized, and recommended by transportation Technical Advisory Committees (TACs) for the urbanized area. TAC recommendations were in turn reviewed by the Policy Board for final action as the MPO recommending these projects to WisDOT for inclusion in the STIP.

REPORT FORMAT

The first section of the TIP includes a brief description of the transportation planning process and its relationship to the TIP. The second section outlines the process of developing the project list, the method employed for prioritizing projects, and the procedure followed for consideration and approval of the report. The final section contains the project list. The appendices include a variety of background information.

The Fox Cities MPO Public Participation Plan (PPP) and Annual Listing of Obligated Projects can be viewed on the Fox Cities and Oshkosh MPO website.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/obligated-projects/>

CERTIFICATIONS

In accordance with 23 CFR 450.334(a) East Central Wisconsin Regional Planning Commission hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
- (2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
- (4) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

In addition, the MPO certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

In addition, the Fox Cities Metropolitan Planning Organization's public participation and certification process satisfies Valley Transit's public participation requirements for the Program of Projects.



**TRANSPORTATION
IMPROVEMENT PROGRAM**

TRANSPORTATION IMPROVEMENT PROGRAM

FEDERAL PLANNING REQUIREMENTS

FAST Act, signed into law in December of 2015, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. MAP-21 planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multimodal perspective, as previously emphasized under TEA-21 and SAFETEA-LU. Additional areas of challenge under MAP-21 include:

- improving safety;
- maintaining infrastructure condition;
- reducing traffic congestion;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability; and
- reduced project delivery delays.

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, and MAP-21 have reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis. As the designated MPO for the Fox Cities TMA, the East Central Wisconsin Regional Planning Commission is responsible for carrying out these transportation planning responsibilities.

The Fox Cities (Appleton) urbanized area encompasses portions of Calumet, Outagamie and Winnebago counties; includes all or parts of the nine towns of Buchanan, Clayton, Grand Chute, Greenville, Harrison, Kaukauna, Menasha, Neenah and Vandenbroek; the four cities of Appleton, Kaukauna, Menasha and Neenah; and the four villages of Combined Locks, Kimberly, and Little Chute and Sherwood. The 2010 census figures show the population is 216,154, and is now designated a transportation management area (TMA).

THE TIP PROCESS

One of the objectives of TEA-21, SAFETEA-LU and subsequently by MAP-21 is to forge a stronger link between plan preparation and plan implementation. It seeks to accomplish this, in part, by broadening public involvement and elevating the importance and authority of the MPO in the TIP prioritization process.

The TIP is a staged multi-year program of both capital and operating projects designed to implement both the long-range element of the transportation plan and the shorter-range transportation system management (TSM) element. The TIP covers a period of four years with projects identified during this period as the minimum program. Projects for 2024 are considered future year projects (illustrative). The MPO and WisDOT agree that the first year of the TIP constitutes an agreed to list of projects for project selection purposes and that no further project selection action is required for WisDOT or the transit operator to proceed with federal fund commitment. Although the TIP is updated annually, if WisDOT or the transit operators wish to proceed with projects not scheduled in the first year of the TIP, the MPO agrees that projects from the second, third or fourth year of the TIP can be advanced to proceed with federal funding commitment without further action by the MPO.

TIP Amendments

No Amendment Required

- Schedule
 - Changing the implementation schedule for projects within the first four years of the TIP. Provided that the change does not trigger redemonstration of fiscal restraint.
- Scope
 - Changes in scope (character of work or project limits) while remaining reasonably consistent with the approved project.
- Funding
 - Changing the source (fed, state, local); category (IM, NHS, STP, earmarks); or amount of funding for a project without changing the scope of work or schedule for the project or any other project within the first four years of the TIP.

Minor Amendment (Processed through MPO committee structure and WisDOT, public involvement handled through the committee process.)

- Schedule
 - Adding an exempt/preservation project to the first four years of the TIP, including advancing a project for implementation from an illustrative list (Table A-1) or from the out-year of the TIP.
 - Moving an exempt/preservation project out of the first four years of the TIP.
- Scope
 - Changing the scope (character of work or project limits) of an exempt/preservation project within the first four years of the TIP such that the current description is no longer reasonably accurate, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
- Funding
 - Change in project funding that impacts the funding for other projects within the first four years of the TIP forcing any exempt/preservation project out of the four-year window.

Major Amendment (Public involvement opportunity and processed through MPO committee structure and WisDOT.)

- Schedule
 - Adding a non-exempt/expansion project to the first four years of the TIP, including advancing a project for implementation from an illustrative list or from the out-year of the TIP.
 - Moving a non-exempt/expansion project out of the first four years of the TIP.
- Scope
 - Significantly changing the scope (character of work or project limits) of a non-exempt/expansion project within the first four years of the TIP such that current description is no longer reasonably accurate, or is a significant change from what was agreed on in the State Municipal Agreement (SMA).
 - Funding (Thresholds to be defined by the MPO in consultation with WisDOT and FHWA and subject to WisDOT approval.)
 - Adding or deleting any project that exceeds the lesser of:
 - 20% of the total federal funding programmed for the calendar year, or \$1,000,000.

Even though a new TIP has been developed and approved by the MPO, WisDOT can continue to seek federal fund commitment for projects in the previous TIP until a new STIP has been jointly approved by FHWA and FTA. Highway and transit projects reflected in any of the first four years of the approved TIP may be advanced for federal fund commitment without requiring any amendment to the TIP. It is the intent of WisDOT and the MPO to advance only projects, including transit operating assistance, that are included in an approved TIP and STIP. WisDOT relies on the public involvement process conducted by the MPO in the development of their TIP to satisfy the Federal Transit Administration program and planning requirements, as established for the Section 5307 and 5309 programs.

TIP Project Solicitation and Public Involvement

Annually, each transit operator, municipality or county is requested to submit a list of proposed transportation projects covering the next four-year period for inclusion in the TIP. Notification was provided to transit providers requesting candidate projects to be identified. On September 25, 2019, a legal notice was published in the Appleton daily paper identifying a review and comment period from September 25 to October 24, 2019. The Transportation Committee would meet October 10, 2017 to act on the draft project list for inclusion in the TIP and that the TIP would receive final consideration by the MPO at its October 25, 2019 quarterly Commission Meeting. Documentation of the TIP published public involvement notice is included in Appendix F. No public responses were received relative to any of the notices.

Project Review for Eligibility

Projects submitted must be included in a locally adopted Capital Improvements Program and are reviewed for consistency with transportation plan recommendations (LRTPs), availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded

highway, transit, and other projects must be included in the TIP to compete for the receipt of federal funding assistance. "Regionally significant" projects scheduled for implementation with state and local funds must also be included for informational and coordinative purposes, except that all projects impacting highways functionally classified as principal arterials must be included in the TIP regardless of funding source.

Flexibility of Funding Sources

A hallmark of the (FAST Act) legislation, while retaining categorical programs, was the introduction of fairly wide latitude to flexibly use funds from one category for projects in other categories. The intent is to provide states and local areas with the ability to address priority needs in their jurisdictions. Flexible programs include:

Federal-Aid Highway Programs

FAST Act	Associated Prior Act Funding Programs
National Highway Performance Program (NHPP)	National Highway Performance Program (NHPP)
Surface Transportation Block Program (STBG)	Surface Transportation Program (STP)
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	CMAQ
Highway Safety Improvement Program (HSIP)	HSIP (incl. High Risk Rural Roads)
Railway-Highway Grade Crossing Transportation Alternatives	Railway Highway Grade Crossing Transportation Alternatives

Federal-Aid Transit Programs

FAST Act	Associated Prior Act Funding Programs
Urbanized Area Formula Grants (5307)	Urbanized Area Formula Grants (5307)
Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
Rural Area Formula Grants (5311)	Rural Area Formula Grants (5311)
State of Good Repair Program (5337) (Formula)	State of Good Repair Program (5337) (Formula)
Bus and Bus Facilities Formula Program (5339)	Bus and Bus Facilities Formula Program (5339)
Fixed Guideway Capital Investment Grants (5309)	Fixed Guideway Capital Investment Grants (5309)

Following is a list of the categorical programs included in the FAST Act legislation as they apply to the Fox Cities Transportation Management Area:

<u>Categorical Program</u>	<u>Acronym</u>
National Highway Performance Program	
State	NHPP
Bridge Replacement & Rehabilitation	
State	BR, BH
Local	BR-Local
Surface Transportation Block Grant	STBG
Urban	URB
Rural	RU
State	FLX
Safety	HSIP
Transportation Alternatives	TA
Office of the Commissioner of Railroads	OCR
Transit	
Section 5307	
Formula Capital and Operating Assistance	Section 5307
Section 5310	
Elderly & Disabled	Section 5310

Of these categorical programs, the majority are programmed by WisDOT. The forum of the TIP will serve to provide comment from the MPO annually and should generate additional public exposure to influence the project prioritization by WisDOT. The Section 5307 Transit programs are developed directly by the transit operators in conformance with the Transit Development Programs, Americans with Disabilities Act (ADA) plans, and the long-range multimodal plan. The Section 5310 elderly and disabled paratransit capital projects are listed in the TIP as candidate projects only with later prioritization and funding determinations by WisDOT.

Prioritization of STP-Urban Projects

The only categorical program that the MPO prioritizes is the STP-Urban program in each of the urbanized areas. The four-year program, 2020-2023, itemized in the listing this year includes the 2023 through 2024 projects that were submitted by the local entities. In developing this 2020 TIP, numerous projects will be selected for the 2023 – 2024.

The anticipated allocation of STP-Urban funds for 2023-2024 is approximately \$17,988,343 in the Fox Cities area.

STP-Urban Project Criteria

As part of the project approval process, federal metropolitan planning regulations require that all federally funded projects, as well as certain non-federally funded projects, be included in the *Transportation Improvement Program*. The regulations also intend that the TIP set priorities for project approval. Toward this end, a system for prioritizing the 2020-2023 project candidates, as

part of the 2020 TIP, is being used that was developed in 2005, as the first TIP was being adopted for the Fox Cities TMA. The MPO will promote the Complete Streets concept and consider adopting a policy. The MPO will require that any project receiving federal funding will adhere to this policy. Below are the criteria used to evaluate and prioritize the project candidates. The criteria assess plan consistency, preservation of the existing system, capacity needs, safety, multimodality, capital programming, and funding availability.

1. **Plan Consistency.** This criterion establishes project legitimacy within the overall transportation network. It rates projects higher when they conform in scope and timing to appropriate comprehensive or modal transportation plan element (local comprehensive plans, arterial plans, transit development and other transit plans, bicycle/pedestrian plans, regional long range plan and related elements) and evidence good regional coordination.

Score	5	Direct Relationship
	3	Some Relationship
	0	No Relationship

2. **Preserves Existing System.** This criterion emphasizes the goal of maximizing the efficiency of present infrastructure. A project is rated using only the most appropriate of the alternative rating categories. For instance, a project which adds lanes to an arterial could be rated by pavement condition, showing project timeliness, or as a new facility showing functional need.

Highway applications. Alternative ratings are available by project type based on pavement condition, new facilities, or traffic operations improvements.

- a. **Pavement Condition.** For existing highways, an indicator of pavement surface condition is based on the *Pavement Surface Evaluation and Rating Manual* (PASER). Pavements with lower ratings have greater pavement distress and are scored higher.

Score	5	Rating of 1-2 (in very poor condition, reconstruction necessary)
	5	Rating of 3-4 (significant aging, would benefit from an overlay)
	3	Rating of 5-6 (surface aging, sealcoat or overlay warranted)
	1	Rating of 7-8 (slight wearing, routine maintenance)
	0	Rating of 9-10 (no visible distress)

- b. **New Facilities.** For new streets and highways, an evaluation is made of the criticality of the project to the overall functionality and efficiency of the existing network.

Score	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

- c. **Traffic Operations Improvements.** Principally intersection channelization or signalization projects or improvements to corridor performance through access management.

Score	5	Very critical, eliminates major hindrance to system performance and safety
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

Non-highway applications. An assumption is made that an increase in travel options improves the efficiency of the existing infrastructure.

- d. **Freight Operations.**

Score	5	A project that improves operations of the existing freight transportation system
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

- e. **Transit Improvements.**

Score	5	A project that provides, or is an integral factor in providing, a transit or paratransit option
	3	A project that enhances a transit or paratransit option, thereby making a transit mode more attractive or paratransit needs, but does not impact the demand for SOV (single-occupant vehicle) travel
	0	A project that inappropriately addresses transit or paratransit needs

- f. **Bicycle and Pedestrian Improvements.** Projects can be categorized as either barrier crossing or corridor improvements and rated using the appropriate set of criteria.

- i. **Barrier Crossing Improvements.** Provides facility over/under non-compatible transportation route or natural feature. (Scores of criteria a), b) and c) are averaged and rounded to the nearest integer.)

1. **Spacing.** (distance between facilities)

Score	5	2.01 miles or greater
	4	1.51 to 2 miles
	3	1.01 to 1.50 miles
	2	0.76 to 1 mile
	1	0.51 to 0.75 miles
	0	0.5 miles or less

2. **Level of Use.** (origin/destination pairs)

Score	5	Residential to multimodal transfer locations
	5	Residential to employment centers/schools/colleges
	3	Residential to commercial/recreational
	1	Residential to residential
	0	Recreational to recreational

3. **User Safety.** (Is at-grade crossing possible?)

Score	5	No potential for at-grade crossing
	3	At-grade crossing possible; safety concerns remain
	0	Safe at-grade crossing is possible

ii. **Corridor Improvements.** Provides a bicycle and pedestrian route on or along a transportation route or natural feature. (Scores of criteria a), b), and c) are averaged and rounded to the nearest integer.)

1. **Spacing.**

Score	5	No alternative parallel route available
	3	Adjacent parallel route would be better option
	0	Adequate parallel route already exists

2. **Level of Use.** (origin/destination pairs)

Score	5	Residential to multimodal transfer locations
	5	Residential to employment centers/schools/colleges
	3	Residential to commercial/recreational
	1	Residential to residential
	0	Recreational to recreational

3. **User Safety.**

Score	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups
	3	Safety measures may encourage increased use by some user groups, but discourage use by other user groups
	0	Safety concerns cannot be adequately addressed

3. **Capacity.** This criterion is an indicator of corridor or intersection capacity problems. A higher existing volume to capacity ratio reflects greater capacity deficiency. Highway capacity standards developed by the Federal Highway Administration and WisDOT are used to determine the volume to capacity ratio. For new facilities the non-existent V/C ratio is replaced by the long-range plan projection year V/C ratio on the designed facility for rating purposes. Corridor based non-highway projects, those directly involving travel in a highway corridor, would be rated identically to highway projects using the highway V/C ratio. Non-corridor based projects would use the alternate rating based on the appropriateness of their location, magnitude and size, and projected usage.

Score	5	> 1.00
	4	0.80 - 1.00
	3	0.60 - 0.79
	2	0.40 - 0.59
	1	0.20 - 0.39
	0	< .20

Alternate Rating (non-corridor based projects)

Score	5	Very critical, needed to avoid lost opportunity relative to timing and cost of other programmed projects
	3	Beneficial to the overall performance of the system
	1	Some current need, more important to system performance in long term
	0	No relationship to system performance

4. **Safety.** This criterion emphasizes a goal of eliminating or minimizing corridor or intersection safety problems on the system. Alternative ratings are available by project type based on segment crash rates, high accident locations, and new facilities.

- a. **Segment Crash Rates.** WisDOT determines average crash rates per 100 million vehicle miles driven by facility type or functional classification. These crash rates can be determined for segments of urban streets.

Score	5	> 280
	3	150-279
	0	< 149

- b. **High Accident Locations.** Intersections defined as any location with crashes ≥ 5 in any one year.

Score	5	≥ 5
	3	1 - 4
	0	0

- c. **New Facilities.** An assumption is made that an increase in travel options improves the efficiency and safety of the existing infrastructure by shifting trips traveled to safer facilities.

Score	5	Safety concerns addressed without compromising usefulness; promote increased use by all user groups
	3	Safety measures may encourage increased use by some user groups, but discourage use by other user groups
	0	Safety concerns cannot be adequately addressed

5. **Multimodal.** This criterion emphasizes projects that address needs of all appropriate modes (vehicular, transit, pedestrian, bicycle, freight) or TDM actions in the corridor.

Score	5	In a multimodal corridor, the project addresses the needs of all listed modes.
	3	In a multimodal corridor, at least two modes are addressed, though not all listed modes are addressed.
	1	In a multimodal corridor, only one mode, other than vehicular, is addressed.
	0	Project is not in a multimodal corridor, or is in a multimodal corridor and only the vehicular mode is addressed.

6. **Planned Programming.** An indicator of capital improvement planning, prioritizing, and scheduling by local communities. Projects in the TIP for three to five years which have progressed from out-year to annual element status are scored higher than projects appearing in the TIP for only one or two years. To be eligible for consideration in the TIP, projects must be included in a multi-year capital improvements program adopted by the sponsoring jurisdiction.

Score	5	Five Years or More
	4	Four Years
	3	Three Years
	2	Two Years
	1	One Year

STP-Urban Project Selection Procedure

The projects are selected for funding awards by rank order as determined by the prioritization process. The specific procedure followed is characterized as "Maximize Funding for Projects" and reads as follows:

Fund all projects in prioritized order at the 80 percent maximum federal funding level until all of the annual allocation is fully utilized. The final project will be funded at no less than the 50 percent minimum federal funding level.

If the remaining allocation is inadequate to fund the final project at 50 percent, then, in reverse prioritization order, the previously funded projects' funding will be reduced to no less than the 50 percent federal funding level until balance is achieved with the allocation.

If the final project cost is so large that funding it at the 50 percent minimum federal funding level cannot be achieved by reducing all prior projects to the 50 percent minimum federal funding level, then that project shall be passed over to the next project on the list.

STP-Urban Projects Recommended for Funding

2023-2024 allocations resulted in staff recommending funding for four projects in the Fox Cities area. These tentative projects were selected by action of the Fox Cities (Appleton) Technical Advisory Committee for the Fox Cities area on September 18, 2019, and will final funding will be determined as communities move the selections through their committees for approval.

A full listing of the candidate STP-Urban projects can be found in Appendix A, Table A-1. Also found in Appendix A is Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, 2023-2024. Table A-1 is a listing of projects that can be considered for possible future funding but are listed as illustrative, meaning that no funds are programmed out beyond the 4 year program for 2024+.

2020 TIP PROJECT LISTING

The project listing is presented in Table 1 (Fox Cities). An explanation of the structure for Table 1 follows:

Primary Jurisdiction

This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The fourth line is the TIP number, for example (252-20-001). The first number is the federal designated number for the Fox Cities MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Description

The first line of the project description lists the highway segment (segment termini a/termini b), the intersection or interchange (highway/highway), or a non-highway project characterization. The second line characterizes the type of improvement to be undertaken. The third line lists the WisDOT project number, if known. The fourth line contains the federal acronym, if federal funds are being used, the length of the project in miles, and a categorization as a preservation (P) or expansion (E) project.

Estimated Cost

Estimated cost figures are always shown in thousands of dollars except for some transit and planning categories, which should be evident. They are subcategorized by federal, state, and local sources and totaled by project for each of the following time periods: 2020, 2021, 2022 and 2023.

Table 1: Fox Cities Transportation Management Area - Project Listing (2020-2023)
(\$000)

** Funds are listed in Year of Expenditure \$.
** Funds are obligated to projects approximately 6 weeks prior to LET date.

Primary Jurisdiction	Project Description	Type of Cost	2020			2021			2022			2023			Comments
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Appleton Valley Transit Outagamie	Fixed Route Bus Paratransit Capital Projects Section 5307	Oper.	1697	1697	1618	5012	1748	1748	1685	5181	1800	1800	1754	5354	
		Contr.	994	1109	1151	3254	1024	1176	2004	4204	1054	1176	2064	4294	
		Purch.	2692	0	673	3365	1680	0	420	2100	4072	0	1018	5090	
		TOTAL	5383	2806	3442	11631	4452	2924	4109	11485	6926	2976	4836	14738	
WisDOT Outagamie	WIS 96 / Washington - Clairibel Reconstruct FLX	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST	1976	479	233	2688									
		TOTAL	1976	479	233	2688									
WisDOT Outagamie	WIS 15, Greenville - New London RCNST, expansion, R/R Crossings 1146-75-00,10,21,50,51,71,72,73 STP - Majors (E)	DESIGN				0				0					
		ROW				0				0					
		CONST	0	0	0	0	0	26800	0	26800	18332	4583	0	22915	
		TOTAL	0	0	0	0	0	34568	0	34568	18332	4583	0	22915	
WisDOT Winnebago	Racine St. Bridge C of Menasha BR	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST	25747	6437	512	32696									
		TOTAL	25747	6437	512	32696									
WisDOT Outagamie	WIS 15/WIS 76 - New London 4992-03-00, 21, 71 CTH T / Givens Rd. - USH 45 1146-75-74 STP Majors (E)	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST				0				0				0	
		TOTAL				0				0				0	
WisDOT Outagamie	CTH CA / CTH CB - Casaloma Dr Reconstruction 4657-25-02, 03 URB	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST	5282	0	5359	10641									
		TOTAL	5282	0	5359	10641									
WisDOT Winnebago	T Vinland, CTH A Indian Point - CTH GG 4627-02-00,71 STP Rural RECST (E)	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST	2982	0	748	3740									
		TOTAL	2982	0	748	3740									
WisDOT	Regional Safe Routes to School	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST	50	0	12	62									
		TOTAL	50	0	12	62									
252-15-010 WisDOT Outagamie	TA WIS 55 / Kaukauna-Seymour MISC/Hwy JJ Intersection Mod 6560-08-71 FLX	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST				0				0				0	
		TOTAL				0				0				0	
252-18-015 WisDOT T of Buchanan Outagamie	Emons Rd. / CTH N - Pirecrest Reconstruction 4656-06-71 URB	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST				0				0				0	
		TOTAL				0				0				0	
252-19-009	0.98 miles (P)	DESIGN				0				0				0	
		ROW				0				0				0	
		CONST				0				0				0	
		TOTAL				0				0				0	

WisDOT	Regional Safe Routes to School 1009-01-09, 10	DESIGN ROW CONST TOTAL	336 336	0 0	84 84	420 420	0 0	236 236	0 0	59 59	295 295	0 0	0 0	0 0	0 0	0 0
252-19-015 WisDOT C. of Kaukauna	TA	DESIGN		0												
	WIS 96/ Green Bay Rd Bicycle Lane Extension	ROW		0												
252-19-016 WisDOT Fox Cities	4075-33-71	CONST	1976	479	233	2688	0	0	0	0	0	0	0	0	0	0
	TA	TOTAL	1976	479	233	2688	0	0	0	0	0	0	0	0	0	0
252-19-061 WisDOT Fox Cities	I 41 / WIS 15-WIS 47	DESIGN		0												
	Gillett St & R&R Bridges	ROW		0												
252-19-061 WisDOT Fox Cities	1130-59-71	CONST	1986	220	0	2206	0	0	0	0	0	0	0	0	0	0
	FLX	TOTAL	1986	220	0	2206	0	0	0	0	0	0	0	0	0	0
252-19-062 WisDOT C of Appleton	WIS 55 / Kaukauna - Seymour	DESIGN		0												
	I 41 - WIS 54	ROW		0												
252-19-062 WisDOT C of Appleton	6570-09-71	CONST		0								5027	1186	2	6215	0
	FLX	TOTAL		0								5027	1186	2	6215	0
252-19-063 WisDOT C of Menasha	Wisconsin Ave / I 41-Badger Ave	DESIGN		0												
	RESURF	ROW	160	40	0	200	0	0	0	0	0	0	0	0	0	0
252-19-063 WisDOT C of Menasha	4075-40-00	CONST		0												
	FLX	TOTAL	160	40	0	200	0	0	0	0	0	0	0	0	0	0
252-19-064 WisDOT Winnebago	WIS 114 / Menasha-Sherwood	DESIGN		0												
	PAVEMENT REPL	ROW	140	35	0	175	0	0	0	0	0	0	0	0	0	0
252-19-064 WisDOT Winnebago	4065-17-00	CONST		0												
	FLX	TOTAL	140	35	0	175	0	0	0	0	0	0	0	0	0	0
252-19-066 WisDOT Winnebago	WIS 76 / Oshkosh-Greenville	DESIGN		0												
	CTH JJ-CTH BB	ROW	120	30	0	150	0	0	0	0	0	0	0	0	0	0
252-19-066 WisDOT Winnebago	6430-22-00	CONST		0												
	FLX	TOTAL	120	30	0	150	0	0	0	0	0	0	0	0	0	0
252-19-067 WisDOT Winnebago	WIS 441 / Menasha-Appleton	DESIGN		0												
	USH 41-CTH KK	ROW	18	4	0	22	0	0	0	0	0	0	0	0	0	0
252-19-067 WisDOT Outagamie	4685-33-00	CONST		0												
	FLX	TOTAL	18	4	0	22	0	0	0	0	0	0	0	0	0	0
252-19-070 WisDOT Outagamie	I-41/Appleton-Green Bay	DESIGN		0												
	STH 15-CTH J	ROW		0												
252-19-070 WisDOT Outagamie	1130-72-30.60	CONST		0			10256	2564	0	12820	0	0	0	0	0	0
	NHPP	TOTAL	0	0	0	0	10256	2564	0	12820	0	0	0	0	0	0
252-19-072 WisDOT Outagamie	East Franklin Street	DESIGN		0												
	CN Xing Signal 179942A	ROW		0												
252-19-072 WisDOT C of Appleton	4984-15-51	CONST	173	19	0	192	0	0	0	0	0	0	0	0	0	0
	HSP	TOTAL	173	19	0	192	0	0	0	0	0	0	0	0	0	0
252-19-073 WisDOT Outagamie	North Appleton Street	DESIGN		0												
	CN Xing Signal 179945V	ROW		0												
252-19-073 WisDOT Outagamie	4984-14-51	CONST	173	19	0	192	0	0	0	0	0	0	0	0	0	0
	HSP	TOTAL	173	19	0	192	0	0	0	0	0	0	0	0	0	0
252-19-074 WisDOT Outagamie	Memorial Drive	DESIGN		0												
	CN Xing Signal 1799398	ROW		0												
252-19-074 WisDOT	4984-13-51	CONST	173	19	0	192	0	0	0	0	0	0	0	0	0	0
	HSP	TOTAL	173	19	0	192	0	0	0	0	0	0	0	0	0	0
252-20-001 WisDOT	Safety Funds	DESIGN		0												
	Grouped Projects	ROW		0												
252-20-001 WisDOT	Placeholder Project	CONST		0												
	FLX	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18332	10083	0	28415	14224	35580
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*** Funds are listed in Year of Expenditure \$.

Table 2: Fox Cities Transportation Management Area, 2020-2023
Summary of Federal Funds Programmed and Available
(\$000)

** Funds are listed in Year of Expenditure \$.

Agency/Program	Programmed Expenditures				Estimated Available Funding			
	2020	2021	2022	2023	2020	2021	2022	2023
Federal Highway Administration								
National Highway Performance Program	0	10,256	0	0	0	10,256	0	0
Surface Transportation Program								
Fox Cities Urbanized Area	5,282	0	2,084	0	5,282	0	2,084	0
Surface Transportation Program								
State Flexibility	8,914	34,568	25,729	14,224	8,914	34,568	25,729	14,224
Highway Safety Improvement Program	519	0	0	0	519	0	0	0
Transportation Alternatives Program	2,362	229	0	0	2,362	229	0	0
Programmed Expenditures	17,077	45,053	27,813	14,224	17,077	45,053	27,813	14,224
* Annual Inflation Factor 1.56%	266	703	434	222	266	703	434	222
Estimated Need with Inflation Factor	17,343	45,756	28,247	14,446	17,343	45,756	28,247	14,446
Federal Transit Administration								
Section 5307 Operating	\$1,697	\$1,748	\$1,800	\$1,854	\$1,697	\$1,748	\$1,800	\$1,854
Section 5307 Capital	2,692	1,680	4,072	3,296	2,692	1,680	4,072	3,296
Programmed Expenditures	4,389	3,428	5,872	5,150	4,389	3,428	5,872	5,150
* Annual Inflation Factor 1.56%	68	53	92	80	68	53	92	80
Estimated Need with Inflation Factor	4,457	3,481	5,964	5,230	4,457	3,481	5,964	5,230
Section 5310	177	177	-not yet programmed-		177	177	-not yet programmed-	

* FAST Act requires that the financial elements of the TIP include inflation factors that estimate the costs of projects in their construction years. This is a summary of TIP projects with the inflation factor applied.

**Table 3: Implementation Status of 2019
Fox Cities Transportation Management Area Projects**

Primary Jurisdiction	Project Description	Type of Cost	2019				Status		
			Fed	State	Local	Total	Completed	Underway	Delayed
WisDOT Winn, Out	WIS 76 / I 41 - CTH JJ Reconstruct	DESIGN				0			
	6430-12-00, 21, 71	ROW				0			
252-07-029	STP 3.72 miles (P)	CONST	8565	2141	0	10706		X	
		TOTAL	8565	2141	0	10706			
WisDOT Winnebago	USH 10, I 41 - Oneida Street Reconst, exp 1517-75-70 to 88	DESIGN				0			
	1517-07-03, 04,10,21,22,40,41,71-9	ROW				0			
252-11-060	STP (E)	CONST	3266	828	1	4095		X	
		TOTAL	3266	828	1	4095			
WisDOT Winnebago	Racine St. Bridge C of Menasha	DESIGN				0			
	4992-03-00, 21, 71 BRRPL	ROW	0	1200	0	1200			
252-13-038	BR 0.1 miles (E)	CONST				0		X	
		TOTAL	0	1200	0	1200			
WisDOT T of Grand Chute	W. Spencer St/Mayflower-Casaloma	DESIGN				0			
	4657-25-00,01	ROW				0			
252-14-041	RECST	CONST	2384	0	1787	4171		X	
	URB 1.04 miles (P)	TOTAL	2384	0	1787	4171			
WisDOT Calumet Co.	CTH LP/ USH 10 - CTH AP	DESIGN				0			
	4992-00-56,57	ROW				0			
252-14-043	RECST	CONST	3887	0	1347	5234	X		
	URB 1.5 miles (P)	TOTAL	3887	0	1347	5234			
WisDOT C of Menasha	Broad St / Tayco - Racine	DESIGN				0			
	4992-00-55, 58	ROW				0			
252-14-047	RECST	CONST	811	0	401	1212	X		
	URB .3 miles (P)	TOTAL	811	0	401	1212			
WisDOT T of Neenah	CTH CB & Oakridge Rd. Intersection	DESIGN				0			
	Reconstruct Intersect as RAB	ROW				0			
252-16-003	4682-01-00,21,73	CONST	1350	0	409	1759		X	
	HSIP RECST (P)	TOTAL	1350	0	409	1759			
WisDOT T. of Greenville	CTH CB / WIS 96 - Levi Drive	DESIGN				0			
	Bike to work trail	ROW				0			
252-17-011	4682-02-00,71	CONST	717	0	179	896		X	
	TAP (P)	TOTAL	717	0	179	896			
WisDOT Calumet	WIS 114/Sherwood-Hilbert	DESIGN				0			
	RDMTN Mill/Pave	ROW				0			
252-17-046	4580-11-60	CONST	0	1855	0	1855		X	
	STP 6.38 miles (P)	TOTAL	0	1855	0	1855			
WisDOT Calumet	USH 10/ WIS 114 - WIS 32/57	DESIGN				0			
	Menasha - Reedsville	ROW				0			
252-19-044	1500-73-60	CONST	2383	552	0	2935		X	
	HSIP 8.9 miles (P)	TOTAL	2383	552	0	2935			

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APPENDICES



APPENDIX A

URBAN AREA CANDIDATE PROJECT TABLES

Table A-1: Fox Cities Transportation Management Area - Candidate Project Listing (2020-2024+)
(\$000)

Primary Jurisdiction	Project Description	Type of Cost	2020			2021			2022			2023			2024+		
			Fed	State	Local	Fed	State	Local	Fed	State	Local	Fed	State	Local	Fed	State	Local
			Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
Grand Chute Outagamie Illustrative	McCarthy/ Brookview-CTH GV Reconstruct to Urban, 4lane	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	Local 0.25 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	225
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	250
Grand Chute Outagamie Illustrative	McCarthy/ CTH GV-STH 15 Reconstruct to Urban, 4lane	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
	Local 0.5 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	900
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000
Grand Chute Outagamie Illustrative	McCarthy/ STH 15-Capitol Reconstruct to Urban, 4lane	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
	Local 0.9 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1310
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400
Grand Chute Outagamie Illustrative	Grand Chute Blvd/ Victory-Capitol Dr Underpass	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
	New Construction		0	0	0	0	0	0	0	0	0	0	0	0	0	0	690
	Local 0.3 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	750
Grand Chute Outagamie Illustrative	Rifle Range Rd/ Capitol-Grand Chute Blvd Reconstruct to Urban, 2-lane with bike&ped	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
	Local 0.6m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	750
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	810
Grand Chute Outagamie Illustrative	Casaloma/Waterstone Ct-Spencer Reconstruct, 2-lane urban	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155
	Local .74 m. (P)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1900
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	2080
Grand Chute Outagamie Illustrative	Casaloma/Converters Dr.-Capitol Reconstruct, urban	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
	Local 0.68 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1400
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1500
Grand Chute Outagamie Illustrative	College Ave. at Mail Dr./Nicolet Int. Intersection improvements	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
	Local 0.00 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	2550
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	2800
Grand Chute Outagamie Illustrative	Capitol Dr./McCarthy-USH 41 Reconstruct, urban	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
	Local 1.71 m. (P)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1435
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1520
Grand Chute Outagamie Illustrative	Capitol Drive/USH41-Lymdale Reconstruct, urban	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
	Local 0.86 m. (P)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1240
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1320
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
Grand Chute Outagamie Illustrative	Spencer St/ Lymdale-USH 41 Reconstruct, 2 lane urban w/bike/ped	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Local 0.99 m. (P)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1575
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1720
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Grand Chute Outagamie Illustrative	McCarthy/ S of Edgewood - Edgewood Resurface	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900
	Local 0.74 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Little Chute Outagamie Illustrative	Evergreen / French - Holland Reconstruct	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Local 1.00 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	185
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1978
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	2163
Little Chute Outagamie Illustrative	French Rd / Main - CTH OO Reconstruct	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Local 1.00 m. (E)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2053
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	2053
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
V Combined Loc Outagamie Illustrative	Prospect St/ CTH N - Park Reconstruct	DESIGN ROW CONST TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3460
	Local 1.20 m. (P)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	3500

[illegible]

[illegible]

East Central Wisconsin Regional Planning Commission

Table A-2: Evaluation and Ranking of Proposed STP-Urban Projects, (2023-2024 biennium)
Fox Cities Transportation Management Area
Project Evaluation - Performance Measures (Criteria)/Score

Jurisdiction	2023 & 2024 STP Projects	Plan Consistency	Preserve Existing System	Capacity V/C	Safety	Multi- Modal	Planned Pro- gramming	Total Score	Rank	Project Cost	Max. STP Funding			
Fox Cities Allocation = \$4,000,000														
Outagamie Co.	CTH N (CTH CE - CTH KK)	3	PC(4)	5	0.95	4	183	3	VTBP	5	1	1	21	\$2,300,000
	CTH BB (USH 41 - Seminole)	3	PC(6)	3	1.30	5	3	0	VTBP	5	5	5	21	\$5,450,000
	CTH E (CTH EE - CTH JJ)	3	PC(7)	1	0.49	2	3	0	Vtbp	1	5	5	12	\$5,575,000
C. Menasha	Racine (Third-Ninth)	3	PC(4)	5	1.20	5	260	3	VTBP	5	5	5	26	\$2,399,000
	Manitowoc (Oneida-Plank)	3	PC(7)	1	0.43	1	135	0	vTBP	3	1	1	9	\$735,718
C. Neenah	S. Commercial (Wright-Winneconne)	3	PC(4)	5	1.20	5	260	3	VTBP	5	5	5	26	\$2,070,000
T. Grand Chute	Capitol Drive	3	PC(6)	3	0.18	0	28	0	VtBP	3	3	3	12	\$286,000
V. Little Chute	Evergreen (Holland-Vandenbroek)	3	PC(6)	3	0.10	0	5	5	VtBP	3	4	4	18	\$2,163,000
	Evergreen (French - Holland)	3	PC(6)	3	0.05	0	5	5	VtBP	3	4	4	18	\$3,008,000
	French (Main-CTH OO)	5	PC(4)	5	0.10	0	373	5	VtBP	4	4	5	24	\$2,053,000
Winnebago Co.	CTH A (CTH GG - Park Ave.)	5	PC(4)	5	0.76	3	85	0	VTBP	5	5	5	23	\$3,300,000
	CTH P (CTH GG - Park Ave.)	5	PC(3)	5	0.51	2	260	3	VTBP	5	3	3	23	\$4,500,000
	CTH II (WIS 76 - Clayton Ave.)	3	PC(3)	5	0.44	2	5	5	VtBP	3	3	3	21	\$4,650,000
	CTH CB & CTH JJ Roundabout	3	PC(7)	1	0.90	4	5	5	VTBP	5	2	2	20	\$1,150,000
T. Harrison	Eisenhower(CTH AP-USH 10)	5	NF	3	NA	3	NF	5	VtBP	3	5	5	24	\$7,587,000
V. Fox Crossing	Jacobsen Rd. (Irish-CTH CB)	3	PC(4)	5	0.25	1	4	0	VtBP	3	5	5	17	\$1,466,000
V. Combined Locks	Prospect(CTH N-Park)	5	PC(3)	5	0.25	1	AR	3	VtBP	3	5	5	21	\$3,460,000
Valley Transit	Heavy Duty Buses	5	TI	3	AR	3	NF	3	vTBP	3	2	2	19	\$1,425,000
Total														\$51,277,718

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APPENDIX B

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

FEDERAL TRANSIT OPERATING AND CAPITAL ASSISTANCE

Federal transit operating assistance is provided to the Fox Cities urbanized area through an annual allocation of Federal Transit Administration (FTA) Section 5307. The Wisconsin Department of Transportation (WisDOT) distributes the Section 5307 funds to the urbanized areas with less than 200,000 population so that each recipient receives an equal percentage of federal funds as a share of transit system operating costs. With the passage of MAP-21, the federal funds are distributed directly to Appleton, Green Bay and Waukesha. MAP-21 allows Valley Transit and other small systems with a population of greater than 200,000 and operating fewer than 100 peak hour buses to use 75% of the allocated federal funds for operations. For purposes of this document a federal funding level of 28% is assumed for both 2020 and the outlying years.

In 1996, the Wisconsin Department of Transportation began distributing the state share of operating assistance similar to the federal share, with each transit system within a tier receiving an equal percentage of assistance. State operating assistance for 2019 is assumed to be 28% of eligible expenses. A 28% state share has been assumed for the outlying years also.

Under FAST Act, the capital formula program (5339) provides a small apportionment of funds directly to Valley Transit each year. This amount is not sufficient enough to maintain all ongoing capital needs. The Section 5339 program also provides competitive grant opportunities. However, these competitive grants are limited and are sometimes tailored to only fund specific projects that meet certain criteria, for example, the Low or No Emission Grant Program. Valley Transit will continue to apply for competitive grants when projects fit competitive grant criteria with the goal of maintaining transit's infrastructure in a state of good repair.

The following tables list the operating assistance and capital projects proposed for the 2020-2024 period.

Table B-1: Transit Projects
Fox Cities Transportation Management Area

PROJECT DESCRIPTION	RECIPIENT	Jan-Dec 2020 (000)	Jan-Dec 2021 (000)	Jan-Dec 2022 (000)	Jan-Dec 2023 (000)	Jan-Dec 2024 (000)
Operating Assistance/Section 5307	VT					
Operating - Fixed Route						
Expenses		\$5,955	\$6,133	\$6,317	\$6,507	\$6,702
Revenues		\$943	\$952	\$962	\$972	\$981
Deficit		\$5,012	\$5,181	\$5,355	\$5,535	\$5,721
Federal Share	252-20-015	\$1,697	\$1,748	\$1,800	\$1,854	\$1,910
State Share		\$1,697	\$1,748	\$1,800	\$1,854	\$1,910
Other Local		\$73	\$73	\$73	\$73	\$73
Municipal Local Share		\$1,545	\$1,612	\$1,681	\$1,753	\$1,828
Preventative Maintenance - Fixed Route	VT					
Expenses		\$996	\$1,026	\$1,057	\$1,088	\$1,121
Federal Share (80%)	252-20-016	\$797	\$821	\$845	\$871	\$897
Municipal Local Share		\$199	\$205	\$211	\$218	\$224
Purchased Transp. - Paratransit	VT					
Expenses		\$3,959	\$4,078	\$4,200	\$4,326	\$4,456
Revenues		\$706	\$727	\$749	\$771	\$794
Deficit		\$3,253	\$3,351	\$3,451	\$3,555	\$3,662
Federal Share (Capital Cost of Contract)	252-20-017	\$199	\$205	\$211	\$217	\$224
Federal Share (Operating)	252-20-018	\$795	\$819	\$843	\$869	\$895
State Share		\$1,109	\$1,142	\$1,176	\$1,211	\$1,248
Contract Local		\$1,151	\$2,004	\$2,064	\$2,126	\$2,190
Enhance Mobility of Seniors/Section 5310	VT					
Expenses		\$560	\$577	\$595	\$612	\$631
Revenues		\$83	\$85	\$88	\$90	\$93
Deficit		\$478	\$492	\$507	\$522	\$538
Federal Share		\$178	\$183	\$189	\$195	\$200
State Share		\$115	\$118	\$122	\$126	\$129
Contract Local		\$185	\$190	\$196	\$202	\$208
Capital Projects*	VT	2020	2021	2022	2023	2024
Section 5339		Illustrative				
New & Replacement Buses	252-20-019	\$2,500	\$1,500	\$2,500	\$1,500	
Maint Facility: HVAC Upgrades	252-20-020	\$100				
Transit Center: HVAC Upgrades	252-20-021	\$75				
Support Vehicle Replacement	252-20-022	\$40	\$50	\$40	\$70	
Bus Shelter Replacement	252-20-023	\$50	\$50	\$50	\$50	\$80
Transit Center Furniture	252-20-024	\$25				
Floor Scrubber	252-20-025	\$75				
Demand Response Vehicle Fleet (5/yr)				\$500	\$500	\$500
Transit Center Replacement						\$10,000
Section 5307 & 5339						
Operations & Maint Facility: A&E - Remodel ¹	252-20-026	\$300	\$500	\$2,000	\$2,000	
Locker Room Remodel ¹	252-20-027	\$200				
¹ Projects may be combined based on available funds.						
Total Cost:		\$3,165	\$2,100	\$5,090	\$4,120	\$10,580
Federal Share:		\$2,532	\$1,680	\$4,072	\$3,296	\$8,464
Local Share:		\$633	\$420	\$1,018	\$824	\$2,116

* The State of Wisconsin does not provide capital funds. All capital projects are planned for 80% federal and 20% local share split.

Table B-2: Paratransit Projects
Fox Cities Transportation Management Area

2020	ADA	Outagamie Elderly	Sunday	Outagamie Rural	Outagamie OCHS	FC Sheltered Workshop	Calumet Van Service	NW Dial-A-Ride	Connector	Downtown Trolley	Total
Annual Estimated Trips	115,000	3,500	1,300	7,500	700	27,000	1,400	10,780	21,500		188,680
Trip Costs	\$2,052,750	\$62,480	\$23,205	\$259,550	\$11,900	\$564,054	\$34,650	\$150,920	\$553,625	\$30,379	\$3,743,513
Administrative Costs	\$245,909	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$245,909
Total Costs	\$2,298,659	\$62,480	\$23,205	\$259,550	\$11,900	\$564,054	\$34,650	\$150,920	\$553,625	\$30,379	\$3,989,422
TIP #	252-20-027	252-20-028	252-20-029	252-20-030	252-20-031	252-20-032	252-20-033	252-20-034	252-20-035	252-20-036	
Federal Share (5307)	\$643,620	\$17,490	\$6,500	\$0	\$3,330	\$157,940	\$9,700	\$0	\$155,020	\$8,510	\$1,002,110
Federal Share (5310)	\$0	\$0	\$0	\$45,527	\$0	\$0	\$0	\$26,472	\$0	\$0	\$71,999
State Share	\$643,620	\$17,490	\$6,500	\$72,670	\$3,330	\$157,940	\$9,700	\$42,260	\$155,020	\$8,510	\$1,117,040
Farebox Revenues	\$460,000	\$14,000	\$14,300	\$45,000	\$0	\$0	\$16,800	\$37,730	\$118,000	\$0	\$705,830
Other support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,800	\$13,359	\$68,159
Total support/revenue	\$1,747,240	\$48,980	\$27,300	\$163,197	\$6,660	\$315,880	\$36,200	\$106,462	\$482,840	\$30,379	\$2,965,138
Surcharge	\$0	\$11,660	\$4,333	\$25,955	\$3,330	\$105,293	\$9,700	\$0	\$0	\$0	\$160,271
Deficit/Local Share	\$551,419	\$25,160	\$238	\$122,308	\$8,570	\$353,467	\$8,150	\$44,458	\$70,785	\$0	\$1,184,555
Outagamie County	\$209,539	\$23,902	\$215	\$122,308	\$8,570						\$364,534
Winnebago County	\$99,255	\$0	\$16								\$102,486
Calumet County	\$16,543	\$1,258	\$7			\$353,467	\$8,150	\$3,215			\$25,958
Family Care	\$226,082							\$8,249			\$579,549
Fox Crossing								\$32,994			\$8,249
Neenah											\$32,994
Municipal contributions											\$70,785
Total paratransit local	\$551,419	\$25,160	\$238	\$122,308	\$8,570	\$353,467	\$8,150	\$44,458	\$70,785	\$0	\$1,184,555

**Table B-3: Transit Financial Capacity Analysis
Valley Transit**

	2020	2021	2022	2023	2024
Operating Expenses					
Fixed Route (DO)	\$6,951	\$7,159	\$7,374	\$7,595	\$7,823
Paratransit (DR)	\$3,959	\$4,078	\$4,200	\$4,326	\$4,456
Enhanced Mobility of Seniors	\$560	\$577	\$595	\$612	\$631
Total Operating Expenses	\$11,470	\$11,814	\$12,169	\$12,534	\$12,910
Revenue					
Farebox Revenue					
Fixed Route (DO)	\$943	\$952	\$962	\$972	\$981
Paratransit (DR)	\$706	\$713	\$720	\$727	\$734
Enhanced Mobility of Seniors	\$83	\$84	\$84	\$85	\$86
Other Revenue	\$73	\$74	\$74	\$75	\$76
Total Revenue	\$1,805	\$1,823	\$1,841	\$1,859	\$1,878
Deficit					
Federal	\$2,706	\$2,798	\$2,892	\$2,989	\$3,089
State	\$2,706	\$2,798	\$2,892	\$2,989	\$3,089
Local	\$4,253	\$4,396	\$4,544	\$4,697	\$4,854
Total Deficit	\$9,666	\$9,992	\$10,328	\$10,675	\$11,032
Capital					
Federal	\$2,692	\$1,680	\$4,072	\$3,296	\$8,464
Local	\$673	\$420	\$1,018	\$824	\$2,116
Total Capital Expenses	\$3,365	\$2,100	\$5,090	\$4,120	\$10,580
OPERATING STATISTICS					
No. of Revenue Vehicles	31	31	31	31	31
No. of Employees (1*)	38	38	38	38	38
Revenue Hours	61	61	61	61	61
Revenue Miles	921	921	921	921	921
Fixed-Route Passengers	1,000	1,030	1,061	1,093	1,126
Paratransit Passengers	189	194	200	206	212
Total Passengers	1,189	1,224	1,261	1,299	1,338
Fixed Route Statistics					
Average Fare	0.94	0.92	0.91	0.89	0.87
Operating Ratio (Rev/Exp)	14%	13%	13%	13%	13%
Cost per Vehicle Mile	7.55	7.77	8.01	8.25	8.49
Cost per Passenger	6.95	6.95	6.95	6.95	6.95
Cost per Vehicle Hour	113.95	117.36	120.88	124.51	128.25
Passengers Per Mile	1.09	1.12	1.15	1.19	1.22
Passengers per Hour	16.39	16.89	17.39	17.91	18.45

NOTES:

1. This is the total number of drivers only (FT & PT)

Table B-4: Asset Goals and Condition

Transit Asset Management Goals

Category	Target
Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB.
Equipment	Allow less than 30% of equipment to meet or exceed ULB.
Facilities	Allow 0% of facilities to fall below a condition rating of 3.

*ULB is useful life benchmark. The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

Asset Condition Summary

Asset Category/Class	Description	Count	Avg Age	Condition Rating*	% at or past ULB
Revenue Vehicles	Buses	28	8.4		50%
Revenue Vehicles	Cutaways	3	6.7		0%
Equipment	Staff and Maintenance Vehicles	7	11.1		42%
Equipment	Bus Wash	1	24	4	
Equipment	Fare Collection System	1	9	3	
Equipment	ITS	1	1	5	
Facility	Transit Center	1	29	3	
Facility	Operations & Maintenance	1	38	3	

*** Condition Rating Scale**

- 5, Excellent, No visible defects, new or near new condition, may still be under warranty, if applicable
 - 4, Good, Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
 - 3, Adequate, Moderately deteriorated or defective; but has not exceeded useful life
 - 2, Marginal, Defective or deteriorated in need of replacement; exceeded useful life
 - 1, Poor, Critically damaged or in need of immediate repair; well past useful life
- An asset is not in good repair if it is rated 1 or 2

JUSTIFICATION FOR CAPITAL PROJECTS

In the Fox Cities Urbanized Area, capital projects are listed below. These projects total \$3,365,000 in 2020. Project costs are found in Table B-1. An explanation of each project follows.

Fox Cities Urbanized Area

2020 Projects

35' and 40' Bus Replacement. Eleven of Valley Transit's twenty-eight buses have surpassed the useful life standard of 12 years and have begun to require major component replacement as well as increased maintenance costs. Valley Transit will use available funding under this project to replace up to 5 buses. Recent grant awards have allowed Valley Transit to move toward a staggered replacement schedule. This will help avoid a high number of replacements in any single year.

Operations and Maintenance Facility Remodel – A&E. Valley Transit's main office, maintenance and bus storage facility located at 801 S. Whitman was built in 1983 and requires remodel. This project would provide funds for A&E in preparation for construction work planned in 2021.

Floor Scrubber – Valley Transit uses an industrial floor scrubber to maintain the bus storage garage floor, keeping the facility safe and extending the concrete's useful life. The current floor scrubber was purchased in 1994 and is beyond the state of good repair. The funding in this project will be used to purchase a replacement floor scrubber.

Support Vehicle. Valley Transit owns several support vehicles which perform various support/staff functions including transporting some of the drivers to and from the transit center and ferrying passengers to destinations when transfers are missed due to a Valley Transit problem. The vehicles are also used by the operations supervisors to respond to accidents, manage detours, perform ride checks, and travel between the Administration building and the Transit Center. Valley Transit is adding this vehicle because we frequently do not have enough vehicles to match the need for staff vehicles. Additionally, several current vehicles have exceeded their useful life.

Bus Shelter Replacement. Most of Valley Transit's 35 passenger waiting shelters and shelter accessories were purchased and installed between 1986 and 1991. Some have been moved several times to accommodate changing needs. A replacement program was established in 2005 to systematically replace two to four shelters each year. This project will use funding to replace current shelters with ADA accessible shelters.

Locker Room Remodel. The Valley Transit Administration and Maintenance building was built in 1983 and is in need of significant repair and remodel. This project includes a remodel of the employee locker room facilities to bring them into ADA compliance and improve conditions for

employees.

Maintenance Area HVAC Upgrades. Valley Transit's maintenance building was built in 1983. This project will fund a new venting system and the addition of an air condition system to improve working conditions for maintenance staff.

Transit Center HVAC Upgrades. Valley Transit's downtown transit center was built in 1990. The HVAC system was replaced in 2002 and now requires work to replace major components that have surpassed their useful life, upgrade controls and improve air movement. This facility is utilized by staff and transit customers during daily service. This project would use funds to implement HVAC improvements.

**2021-2024 capital projects (illustrative) are found in Table B-1.*

TRANSIT FINANCIAL CAPACITY

In compliance with regulations that require the TIP to be fiscally constrained, this section of the TIP assesses the transit systems' financial capacity to assure that the transit systems have the ability to continue to effectively utilize federally-assisted equipment and facilities. It is understood, however, that the major review of progress regarding financial capacity is made by the Federal Transit Administration during triennial reviews of these transit systems. No significant problems pertaining to financial capacity were identified during the last triennial review.

The assessment of transit financial capacity in the Fox Cities and Oshkosh areas is based on a trend analysis of recent historical data and projections of future condition. Seven indicators of financial condition reflected in the tables described below.

Fox Cities Urbanized Area

Cost Trends. Valley Transit's fixed route operating expense have increased slightly over the past three years. The costs of insurance, fuel and utilities remain unpredictable, while personnel expenses continue to increase annually. As Valley Transit's assets age, the available capital funding is not keeping pace with the deterioration of the assets. Increases in operating expenses and lack of capital awards can be attributed to higher maintenance costs of assets.

Valley Transit's paratransit costs are driven by contractor per trip rates and ridership. A moderate increase in ridership has slightly increased the cost of this service. In addition to the ADA required complementary paratransit, Valley Transit coordinates other paratransit services with Outagamie, Winnebago and Calumet Counties along with Family Care. Projections for the next two years have Valley Transit continuing to coordinate the complementary paratransit services to provide a consistent level of service and to help control local share cost increases. As a result of the Family Care state legislation in 2010, the role of the counties has lessened since 2010. Agreements with Family Care providers are covering the costs no longer being paid by the counties.

Cost-Efficiency and Effectiveness Trends. Valley Transit's fixed route costs per mile and per hour ratios have crept up slowly over the past several years. The financial capacity table reflects operating statistics based on fixed route costs only. Increases in costs are mostly attributed to rising insurance costs, growing maintenance costs and increases in personnel and contractor expenses.

Revenue Trends. Valley Transit implemented a fare increase for fixed route service in 2015. The last time fares were increased was in 2009 as a result of dramatically increased diesel fuel and health insurance costs. In 2015, the fares were raised to a basic cash fare of \$2.00 and senior/disabled fare of \$1.00. Ten-ride tickets increased to \$17.00 for basic and \$10.00 for senior/disabled. Thirty (30) day passes were increased to \$60 for regular and remained at \$40 for senior/disabled. Day passes were decreased from \$5.00 to \$4.00 in an effort to provide some relief to riders who needed to take multiple trips on the same day. VT II fares increased to \$4.00 and Sunday fares remained at \$11.00.

The ability of passenger revenues to support the system is limited. The revenue-to-cost ratio in recent years has been approximately 17 percent. Complicating the potential to increase the fare revenue portion of system costs is the fragility of ridership levels. Valley Transit strives to provide affordable transportation given that survey information indicates about 83% of the riders that provided income information reported household income under \$30,000. Historically, fare increases are followed by a drastic decrease in ridership.

Ridership Trends. Fixed route ridership peaked in 2012 at 1,095,650 rides; the highest it had been since 1995. Paratransit ridership grows approximately 4% annually. In both 2013 and 2014, ridership of all services leveled off with only a slight increase in rides. Ridership for 2019 through 2023 is expected remain relatively flat.

Level of Service Trends. Valley Transit has been operating relatively the same level of service since mid-1997 when mid-day service was cut back to help fund the extension of evening service. The changes resulted in the actual hours of service increasing only slightly, but the span of service was increased significantly. A fixed route that traveled along the East College Avenue corridor into the Town of Buchanan began in June 1999. In June 2005, service to the new Goodwill store in Darboy started, and in late 2005 fixed route service to the commercialized area of the Town of Buchanan was added as was service to Valley Packaging Industries who moved their Perkins St. plant to Kensington Avenue on Appleton's east side. In 2007, Valley Transit partnered with Appleton Downtown, Inc. and contracted with Lamers Bus Lines to operate a downtown Appleton trolley that circulates between College Avenue and the riverfront. Also in 2007, Valley Transit partnered with the United Way of the Fox Cities to contract with a third party provider to operate The Connector, a demand response service on the fringes of the current fixed route service as well as late evening and early morning service to help second and third shift workers get to jobs.

In January 2010, Valley Transit and Appleton Area School District became partners in a pilot project that allowed Appleton area public and parochial middle school and high school students to ride Valley Transit by showing their student identification card. Students are allowed to ride

any regular fixed bus route during any time of the day or day of the week that Valley Transit operates. In addition to helping to ease the financial burden and stress on families to get their kids to and from school, after-school programs and other activities, Valley Transit believes by giving kids a positive transit experience early in life, they are more likely to be transit users when they are older and will gain an appreciation for the role public transportation plays in our community and the environment. More than 160,000 rides were taken during 2018. The rides will continue to be paid for by the Appleton Area School District (AASD) based on a negotiated amount.

In July 2012, the Appleton Housing Authority moved residents of low income senior/disabled housing from a location across the street from the Transit Center to a new housing development in Eagle Flats on the Fox River in Downtown Appleton. Many of the residents were transit dependent and relied on Valley Transit's services to get to work, shopping, medical appointments and social activities. There was no fixed route bus service to Eagle Flats prior to July 2012. The only transit service was demand responsive ADA paratransit service. In July 2012, Valley Transit added a bus route (Route 9: The Link) serving downtown Appleton and the Eagle Flats area. Providing service to the residents of Eagle Flats with a regular bus route provided more frequent, reliable and convenient service that was significantly cheaper for both Valley Transit and the customers than demand responsive service. Outagamie County and the City of Appleton provided the local share funding for the service. In 2018, the ridership was 34,591 trips.

Because the Appleton Area School District project has been very successful, Valley Transit and Fox Valley Technical College became partners in 2015 reflecting a similar project where their students show their student identification card to ride the fixed route. The rides are paid for by Fox Valley Technical College based on a negotiated amount. Total ridership as of the end of 2018 was 80,879.

Valley Transit II provides basic transportation to people with disabilities in Valley Transit's service area to comply with the Americans with Disabilities Act and elderly transportation to residents of Outagamie County, the Fox Cities portion of Winnebago County and the Appleton portion of Calumet County. Origin-to-destination service is available to those who need it. Optional Sunday service (beyond ADA) is available from 7:30 a.m. to 2:00 p.m. Calumet, Outagamie and Winnebago Counties and the Family Care providers fund the local share of Valley Transit's complementary paratransit service.

Besides Valley Transit II, Valley Transit continues to coordinate with Outagamie, Winnebago and Calumet Counties, the cities of Neenah and Menasha and the Village of Fox Crossing to help fund other specialized transportation services. In Outagamie County, a special fixed-route specialized transportation brings developmentally disabled individuals in both the urban and rural areas of the county to urban worksites. Community Care funds the local share of this program. The cities of Neenah and Menasha, as well as the Village of Fox Crossing and Winnebago County, provide demand responsive service to the elderly of their municipalities and the northern portion of Winnebago County. The costs of this service pass through Valley Transit's budget with the local share funded by the cities, county and the town.

Operating Assistance Trends. Since 1987, the State of Wisconsin has distributed the federal allocation of operating assistance giving each transit system an equal percentage share of operating assistance. The state has historically been a strong partner in operating assistance; however, funding levels have gradually declined over the past several years. In 2000, just over 40 percent of eligible expenses were funded with state operating assistance. The 2018 percentage was approximately 27.4%.

Working with our members of Congress and other transit systems across the country, Valley Transit was successful in getting language added to MAP-21 that allowed systems operating fewer than 100 buses that are in areas where the population exceeded 200,000 to continue to receive federal transit operating funds. However, because of the decrease in state funding and the pressure on the property tax for local municipalities, Valley Transit needs to find a sustainable dedicated source of funding for the transit system operation. In 2006, a Fox Cities Regional Transit Authority Study Committee was formed and coordinated by East Central Wisconsin Regional Planning Commission to look at alternative funding sources to replace the potential loss of state and federal operating support and to potentially relieve some of the pressure on the property tax. The Study Committee looked at alternative structures and determined that forming a regional transit authority was the best alternative for the Fox Cities. Valley Transit and its local funding partners have been working with state legislators to pass local choice enabling legislation to allow Fox Cities residents the ability to decide if there should be a local revenue alternative to fund transit operations. The effort will continue in 2020.

Valley Transit's participating municipalities have seen local share increases in the recent past. The funding partnerships with the counties and other entities have helped to control these local share increases.

Likelihood of Trends Continuing. Valley Transit constantly strives to provide the most safe, reliable, cost efficient service possible while trying to meet the needs of those it serves. Funding changes at the state and federal level in terms of operating assistance always threaten the service level stability. The manner in which funding cutbacks would be dealt with is unknown at this time. Some mix of service changes, fare changes, and local share increases would likely result. Fare increases help to increase the percentage of costs covered by farebox revenue, but come at the cost of less ridership. Valley Transit covers more of its operating costs with farebox revenue than the average of its peer properties in both the U.S. and in Wisconsin. Stable funding sources are critical to future planning efforts. The Fox Cities RTA Study Committee recommended that the State of Wisconsin pass enabling legislation to allow the formation of regional transit authorities and the imposition of up to 0.5% sales tax to make up the loss of federal, state and local operating support. As of mid-2019, the state enabling legislation (local choice) has not been passed for the Fox Cities.

Contracted Demand Response Service. Valley Transit relies on contractors to provide several demand response transportation programs, including VTII (required ADA paratransit). Recent procurements have resulted in few responsive and responsible firms able to provide these services. Given reduced competition for these services statewide, it is very likely future procurements will result in a single bid or no response. Valley Transit's 2019 Transit

Development Plan and State Management Review meetings have both recommended planning to purchase demand response vehicles to increase contractor interest or provide the services in-house. Valley Transit already owns the demand response system scheduling and dispatch software, so an investment in vehicle capital would increase capable firms or ease the transition to in-house service provision. To this end, Valley Transit has begun to include demand response vehicles in the illustrative table of the TIP and will look for capital grant opportunities toward this investment.

Intercity Bus Service

Green Bay – Madison Service: Lamers Bus, a private transportation company, will operate this service. Intermediate stops will include Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, and Appleton. The service will connect with other intercity services such as Greyhound, Badger in Madison, Amtrak Empire Builder in Columbus, and other services provided by Lamers Bus. Lamers operates a sales and ticketing office out of Valley Transit's downtown Appleton transit center.

Neenah – Oshkosh Service: Kobussen Bus, a private transportation company, operates route 10, which provides service between Oshkosh and Neenah. Public funding and oversight of this route is provided by GO Transit, Oshkosh, WI

Amtrak Thruway Service: In 2019, Amtrak, in partnership with WisDOT, began to operate daily bus service north to Green Bay and south to Milwaukee. While the service provides intercity transportation, it is also designed to connect riders with the Amtrak rail station in Milwaukee for seamless travel to Chicago or other destinations served nationally by Amtrak.

Asset Management

Valley Transit is required by the Federal Transit Administration to develop and maintain a Transit Asset Management (TAM) Plan. In order to coordinate this plan with the TIP, listed in Table B-4 are the asset goals and condition summary areas of the plan. Valley Transit uses the TAM Plan to prioritize capital projects and support funding decisions.

Program of Projects

Valley Transit relies on the annual TIP, TIP public notice and ECWRPC's public participation process to comply with Section 5307 public involvement requirements for the Program of Projects (POP).

WINNEBAGO/OUTAGAMIE COUNTIES TRANSPORTATION PROVIDERS

Kobussen Buses Ltd.
W914 Cty Tk. CE
Kaukauna, WI 54130

Lamers Bus Lines Inc.
1825 Novak Dr.
Menasha, WI 54952

Community Cab Co.
207 Darboy Road
Combined Locks, WI 54113

Huettl Bus Inc.
800 E. Factory
Seymour, WI 54164

Appleton Yellow Taxi
705 W. Wisconsin Avenue
Appleton, WI 54914

Safe-T-Way Bus Service Inc.
3483 Jackson Road
Oshkosh, WI 54901

Garvens Bros. Shared-Ride Taxi
979 Willow Street
Omro, WI 54963

Oshkosh City Cab
2723 Harrison Street
Oshkosh, WI 54901-1663

Running Inc.
318 W. Decker Street
Viroqua, WI 54665

Fox Valley Cab
719 W. Frances Street
Appleton, WI 54914

September 26, 2019

Dear Transportation Provider:

Enclosed is a copy of the draft TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FOX CITIES TRANSPORTATION MANAGEMENT AREA - 2020. This material is being sent to you as a private transportation operator to give you an opportunity to review and comment on transit projects receiving federal funds.

The TIP is a staged, multi-year program of both capital and operating projects designed to implement transportation plans in the area. East Central, as the designated Metropolitan Planning Organization (MPO) for the Fox Cities urbanized area, is responsible for its preparation. Annually, each transportation provider is requested to submit a list of proposed transit projects for inclusion. These projects are reviewed for consistency with transportation plan recommendations, availability of federal and state funds, and compliance with relevant state and federal regulations. All federally funded transit projects must be in the TIP in order to receive federal aid. Projects scheduled for implementation with state and local funds may also be included.

Appendix B is the section of the TIP that would be of most interest to you. If you have any comments or wish information about participating in any of the proposed transit projects, please contact me as soon as possible, preferably before October 24, 2019.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Sincerely,

David J. Moesch
Associate Transportation Planner

Enclosure



APPENDIX C

MPO POLICY BOARD, TECHNICAL ADVISORY COMMITTEE & ENVIRONMENTAL CONSULTATION CONTACTS

FOX CITIES TRANSPORTATION POLICY ADVISORY COMMITTEE

County Officials

Bill Barribeau, Calumet County Board Chairman
Tom Nelson, Outagamie County Executive
Mark Harris, Winnebago County Executive

City Mayors

Tim Hanna, Appleton
Gene Rosin, Kaukauna
Don Merkes, Menasha
Dean Culbertson, Neenah

Village Presidents

John Neumeier, Combined Locks
Chuck Kuen, Kimberly
Charles Fischer, Little Chute

Town Board Chairmen

Mark McAndrews, Buchanan
David Schowalter, Grand Chute
Randy Leiker, Greenville
John Slotten, Harrison
Dale Youngquist, Menasha
Bob Schmeichel, Neenah
Jeff Rollo, Vandenbroek

Federal Officials

Mary Forlenza, Planning & Program Development Engineer
Marisol Simon, Region Director, FTA

State Officials

Will Dorsey, Director, WisDOT Northeast Region

Other

Kyle Lobner, Chairman, Fox Cities Transit Commission

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

County Highway Commissioners

Brian Glaeser, Calumet
Dean Steingraber, Outagamie
Ray Palonen, Winnebago

Public Works Director/Engineers

Paula Van de Hey, City of Appleton
Chris Murawski, City of Little Chute
John Sundelius, City of Kaukauna
Josh Radomski, City of Menasha
Gerry Kaiser, City of Neenah
Dave Vandervelden, Village of Kimberly
Katie Schwartz, Town of Grand Chute

Planners

Robert Buckingham, Town of Grand Chute
Robert Jakel, City of Kaukauna
Samuel Schroeder, City of Menasha
George Dearborn, Town of Menasha
Chris Haese, City of Neenah
Dena Mooney, Calumet County
Dave Johnson, Outagamie County
Jerry Bougie, Winnebago County

ENVIRONMENTAL CONSULTATION ORGANIZATIONS

Members

WI DNR Northeast Region
WI Historical Society
Bad River Band of Lake Superior Chippewa Indians
Forest County Potawatomi
Ho-Chunk Nation
Lac Courte Oreilles Band of Lake Superior Chippewa Indians
Lac Du Flambeau Band of Lake Superior Chippewa Indians
Menominee Indian Tribe of WI
Stockbridge-Munsee Band of Mohican Indians
Oneida Nation of WI
Red Cliff Band of Lake Superior Chippewa Indians
St. Croix Chippewa Indians of WI
Sokaogon Chippewa Community
U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
USDA Natural Resources Conservation Service
National Park Service

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September 26, 2019

Dear Transportation Stakeholder:

The East Central Wisconsin Regional Planning Commission (ECWRPC) is seeking comments on the Fox Cities Metropolitan Planning Organization (MPO) Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area – 2020.

The purpose of this letter is to promote cooperation and coordination to eliminate or minimize conflicts with other agencies' plans that impact transportation. Fixing America's Surface Transportation Act (FAST Act) requires that the ECWRPC consult with federal, state and local entities that are responsible for economic growth and development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation.

Enclosed is a link to the draft ***Transportation Improvement Program for the Fox Cities Transportation Management Area - 2020*** (TIP). This document will be under a 30-day public review period from September 25, to October 24, 2019. Your comments are an important part of this planning process and will be incorporated into the document.

For further information on the Fox Cities Transportation Improvement Program please visit the following website:

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

Please direct any comments or concerns to:

David Moesch
East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952
Email: dmoesch@ecwrpc.org

Sincerely,

David Moesch
Associate Transportation Planner



APPENDIX D

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS

Appleton (Fox Cities) Transportation Management Area (TMA)
Transportation Policy Advisory Committee
East Central Wisconsin Regional Planning Commission, 400 Ahnaip St, Suite 100, Menasha,
WI 54952
Tuesday, August 20, 2019

Committee Members

Mark Lahay	City of Appleton
Gerry Kaiser	City of Neenah
Karen Heyrman	Town of Grand Chute
Mike Patza	Town of Grand Chute
Kara Homan	Outagamie County
Cassy Stefl	Outagamie County Public Health
Matt Payette	Calumet County
Brian Glaeser	Calumet County Highway Department
Josh Radomski	City of Menasha
Bob Jakel	City of Kaukauna
John Sundelius	City of Kaukauna
Mark Vanderwegen	Village of Little Chute
Chris Murawski	Village of Little Chute
Travis Parish	Village of Harrison
George Dearborn	Village of Fox Crossing
Raymond Palonen	Winnebago County Highway Department
Tony Brown	Town of Buchanan
Brian Rickert	Town of Greenville
Dave Vickman	Valley Transit
Matt Halada	WisDOT, NE Region
Sandy Carpenter	WisDOT, NE Region
Alex Gramovot	WisDOT, Central Office (via phone)

MPO Staff

Walt Raith	ECWRPC
Melissa Kraemer Badtke	ECWRPC
Dave Moesch	ECWRPC
Kim Biedermann	ECWRPC
Kolin Erickson	ECWRPC

The meeting was called to order by Mr. Raith at 9:02 A.M.

1. Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec.19.84 regarding Open Meetings and introductions were made.
2. Public Comment (None)
3. Discussion and action on summary of proceedings from April 1, 2019 meeting

Mr. Kaiser motioned to approve minutes; Mr. Dearborn seconded the motion; motion carried.

4. Discussion and action on Surface Transportation Block Grant Program project selection

Mr. Raith stated the Appleton TMA has almost \$18 million to allocate to transportation projects for the program years 2021-2025. The committee discussed each of the nine project proposals where municipalities had submitted project applications to WisDOT and the MPO. The committee decided to meet on September 18, 2019, to make a final project selection for the 2023-2024 projects cycle. Mr. Moesch noted he will send an updated project listing/ranking table to the committee prior to the September meeting.

5. Discussion on new transportation funding program for local units of government

Ms. Carpenter noted WisDOT's new transportation funding program will award \$75 million and be available to municipalities (separate allocations for counties, villages and towns). Local share is 10% with the balance covered by WisDOT. The details of the new funding program will be available soon; program will be similar to the State's Local Road Improvement Program. Project eligibility is flexible with projects open to funding most transportation related modes. The program will have minimal oversight from WisDOT.

6. Discussion on upcoming Transportation Alternatives Program (TAP)

Ms. Kraemer Badtke noted the TAP funding cycle for 2020-2021 will be available in October. The Appleton TMA will again oversee and administer the project selection and award funds. More details to follow in the coming weeks. TAP fund projects with an emphasis on bicycle and pedestrian improvements.

7. Discussion on update to Long Range Transportation Land Use Plan

Mr. Raith noted the 5-year update to the Appleton TMA Long Range Transportation Land Use Plan is underway with adoption of the plan in October 2020. Communities are encouraged to submit their wish list of transportation projects to staff. Public outreach and events will also take place over the next year.

8. Discussion on Intermodal Freight Facility

Mr. Raith stated there are on-going efforts to study freight/shipping container transportation options in the region. Railroad and shipping in/out of the Port of Green Bay could help reduce cost and save time of shipping in/out of Chicago. ECWRPC is coordinating with Brown County and its MPO.

9. Local Project Updates

Mr. Halada noted the Midway Road interchange part of the US 10/WIS 441 improvements will reopen by the end of this August. Ms. Biedermann stated she is working with a statewide coalition which is looking for examples where eminent domain restrictions hampered transportation projects from being started or completed; please share any examples with her.

10. Adjourn

Committee adjourned at 10:10 AM; next meeting scheduled for September 18, 2019.



APPENDIX E

MPO RESOLUTION OF ADOPTION

RESOLUTION NO. 28-19

**APPROVAL OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FOX CITIES
(APPLETON) TRANSPORTATION MANAGEMENT AREA-2020**

WHEREAS, the East Central Wisconsin Regional Planning Commission has been designated by the Governor as the Metropolitan Planning Organization (MPO) for the purpose of carrying out cooperative, comprehensive and continuing urban transportation planning in the Fox Cities Transportation Management Area; and

WHEREAS, all transportation projects in the Fox Cities Transportation Management Area which are to be implemented with federal funds must be included in the annual elements of the Transportation Improvement Program (TIP) and approved by the MPO as a prerequisite for funding approval; and

WHEREAS, the urban area transit systems are required by the Federal Transit Administration to publish a biennial program of projects; and

WHEREAS, a completed and approved TIP is also a prerequisite for continued transportation planning certification, and

WHEREAS, the metropolitan planning organization (MPO) must work with Valley Transit to establish 2020 calendar year targets for transit performance measures addressed in the Transit Asset Management Plan (TAM) and incorporate them into the TIP; and

WHEREAS, metropolitan planning organizations (MPOs) must annually establish calendar year targets for each of the five HSIP performance measures by either adopting their State DOT targets or commit to establishing quantifiable HSIP target(s) for the metropolitan planning area. Adopting the WisDOT 2020 targets means agreeing to plan and program projects so that they contribute to the accomplishment of WisDOT's HSIP target(s) and incorporate into the TIPs; and

WHEREAS, the Commission affirms the validity of the transportation plan for the urbanized areas; and

WHEREAS, this organization's staff has worked with principal elected officials of general purpose local governments, their designated staffs, and private providers to solicit their input into this TIP; and

WHEREAS, the Federal Highway Program Manual requires the evaluation, review, and coordination of federal and federally-assisted programs and projects in accordance with clearinghouse review requirements of the Project Notification and Development Review Process; and

WHEREAS, in accordance with the Fixing America's Surface Transportation Act: (FAST Act), coordination has occurred between the MPO, the state and transit operators in programming multimodal projects; and

WHEREAS, all required public participation procedures have been followed; now therefore

**BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING
COMMISSION:**

RESOLUTION NO. 28-19

Section 1: That the Commission, as the designated MPO, approve the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area - 2020.

Section 2: That the Commission certifies that the metropolitan planning process is addressing the major transportation issues in these areas in conformance with all applicable requirements.

Section 3: That the Commission further certifies that the TIP contains only projects that are consistent with the metropolitan plans for the urbanized areas.

Effective Date: October 25, 2019

Prepared for: Transportation Committee

Prepared By: David J. Moesch, Associate Transportation Planner



Martin Farrell, Chair – Fond du Lac County



APPENDIX F

DOCUMENTATION OF PUBLIC INVOLVEMENT NOTICES

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

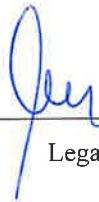
MENASHA

WI 549523388

I, being duly sworn, doth depose and say I am an authorized representative of the Appleton Post Crescent, a newspaper published at Appleton, Wisconsin and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein on:

Account Number: GWM-N5251
Order Number: 0003802348
No. of Affidavits: 1
Total Ad Cost: \$44.73
Published Dates: 09/25/19

(Signed)

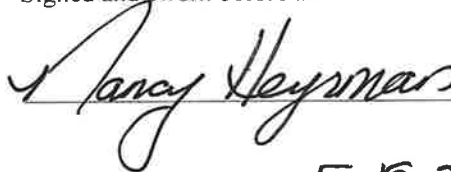


Legal Clerk

(Date)

10/1/19

Signed and sworn before me



My commission expires

5-15-23

NANCY HEYRMAN
Notary Public
State of Wisconsin

NOTICE OF OPPORTUNITY TO REVIEW
METROPOLITAN PLANNING ORGANIZATION
2020 TRANSPORTATION IMPROVEMENT PROGRAM

The Fox Cities (Appleton) Metropolitan Planning Organization (MPO) has prepared a draft Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area - 2020. This publication of the TIP serves to update the listing of state and federal-funded, in addition to significant local transportation projects for the years 2020 - 2023. The MPO's public participation satisfies Valley Transit's public participation requirements for the Program of Projects. This document also establishes performance measure targets from WisDOT and the MPO. The draft Transportation Improvement Program (TIP) for the Fox Cities Transportation Management Area- 2020 can be viewed on the internet at:
<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>
A 30-day public review and comment period for this document will commence on September 25, and end on October 24, 2019. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for more information or a copy of this document and forward any comments to the Commission at 400 Ahnape Street, Suite 100, Menasha, WI 54952-3100.
Run: Sept. 25, 2019 WNAXLP

EAST CENTRAL WI PLANNING COMM

Re: 2020 Transportation



APPENDIX G

TITLE VI & ENVIRONMENTAL JUSTICE

TITLE VI AND ENVIRONMENTAL JUSTICE

Environmental justice is a process which seeks to ensure that access to transportation systems and the transportation planning process is available to all, regardless of race or socioeconomic status. The decision making process depends upon understanding and properly addressing the unique needs of different socio-economic groups. In terms of race, the Fox Cities (Appleton) Transportation Management Area has a substantially low minority population which is fairly scattered.

Efforts were made to include all individuals within the TIP planning process. There are three fundamental environmental justice principles that were considered in developing this TIP.

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Environmental justice is more than a set of legal and regulatory obligations. Properly implemented, environmental justice principles and procedures improve all levels of transportation decision making. This approach will:

- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships, and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
- Partner with other public and private programs to leverage transportation-agency resources to achieve a common vision for communities.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.
- Minimize and/ or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

In analyzing the Fox Cities area's transportation system, it is unrealistic to think that any project will not have some type of adverse impact on someone. The goal is not just to move traffic efficiently and safely, but to do so without causing other physical, environmental or societal problems. This is especially important in identified Low-income and Minority areas. It is common knowledge that adverse impacts from transportation improvements will happen, but every effort to identify the impacts, minimize the impacts, and mitigate the damages from these projects will be considered. Transportation improvements also

provide positive aspects to the community, such as providing access to regional networks and transit.

The Fox Cities MPO utilizes a number of tools to identify and consider minority and low income populations throughout the planning process. These tools include U.S. Census data, public outreach and GIS analysis. The MPO utilizes U.S. Census data to identify and track the growth of minority and low income populations. The data can be represented either in a table or on a map. Mapping the data allows the ability to identify clusters of minority and low income populations. U.S. Census data can be broken down to either the census tract or block level. GIS analysis is used to identify minority and low income populations geographically and overlay modes of transportation (transit, rail, bicycle and pedestrian) to ensure they are not adversely affected by projects, plans or programs.

Public participation efforts within the planning process to include minority groups have included notification to local minority organizations and agencies and disclaimers on public documents in Hmong and Spanish (the primary languages spoken by non-English speaking residents of the Urbanized Area) for further information and contacts. Advertisements were published in the local newspaper (*The Appleton Post Crescent*) prior to the public review period. All meeting locations were selected to include easy access for all individuals, especially transit and alternative mode users, as well as facilities which catered to the mobility needs of the disabled. Various planning documents, including the draft of this TIP were open to public comment. Public participation throughout the process is characterized as consistent.

The following maps identify the areas of concentration of populations protected under environmental justice provisions of Title VI, in relation to the projects programmed in the *Transportation Improvement Program for the Fox Cities Transportation Management Area – 2020*.

The Title VI Non-Discrimination Plan and population data for the East Central Region and MPO areas can be viewed at the following website:

<http://www.ecwrpc.org/2017/08/22/now-accepting-comments-draft-title-vi-non-discrimination-plan/>

Map G-1 illustrates the relationship of projects to the distribution of population in poverty, which is determined by household income and family size. U.S. Census calculates a person's poverty status by comparing a person's total family income in the last 12 months with the poverty threshold appropriate for that person's family size and composition. Poverty thresholds are determined by multiplying the 1982 poverty threshold (Poverty Thresholds in 1982, by Size of Family and Number of Related Children Under 18 Years Old (Dollars)) by the inflation factor. Also included, are the transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2020 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to this population.

Map G-2 depicts 2017 households making less than \$25,000 (Low-income) for the area. In addition to the MPO boundaries, there are 2020 TIP projects and transit fixed routes with a ¼ mile buffer. Inclusion of transit fixed routes and 2020 TIP projects allows the MPO to determine the potential for disproportionately high adverse impacts to individuals classified as in poverty or making less than \$25,000 per household. Further analysis of the TIP projects in relation to

individuals classified as in poverty or making less than \$25,000 per household do not propose a disproportionately high adverse impact compared to the general population.

Map G-3 depicts 2017 households making more than \$100,000 for the area. Further analysis of the TIP projects in relation to households making more than \$100,000 per household do not propose a disproportionately high adverse impact compared to the general population. Typically, households in this class have more resources in their ability to access all modes of transportation.

Minority populations make up a fairly small percentage of the population within the Fox Cities area. 7.5 percent of the population of Winnebago County, 8.7 percent for Outagamie County, and 5.7 percent in Calumet County consider themselves to be a minority population. **Map G-4** illustrates the 2017 distribution of white and minority population by U.S. Census block group for MPO area. Further analysis of the TIP projects in relation to the minority population do not propose a disproportionately high adverse impact compared to the general population.

Persons of Hispanic Ethnicity make up 3.5 percent of the total population of Winnebago County, 3.6 percent for Outagamie County, and 3.5 percent in Calumet County. **Map G-5** illustrates the 2017 distribution of Hispanic or Latino population by U.S. Census tract for MPO area. Inclusion of transit fixed routes and 2020 TIP projects allow the MPO to determine the potential for disproportionately high adverse impacts to the Hispanic or Latino population. Further analysis of the TIP projects in relation to the Hispanic or Latino population do not propose a disproportionately high adverse impact compared to the general population.

Map G-6 depicts 2017 households that speak English less than very well or with limited English proficiency. The language spoken at home by census tract is included with transit fixed routes and 2020 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

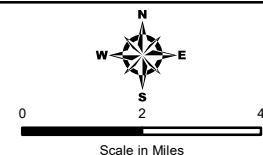
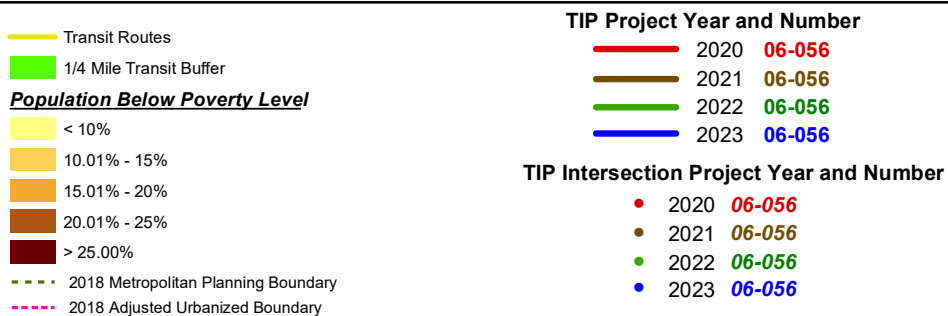
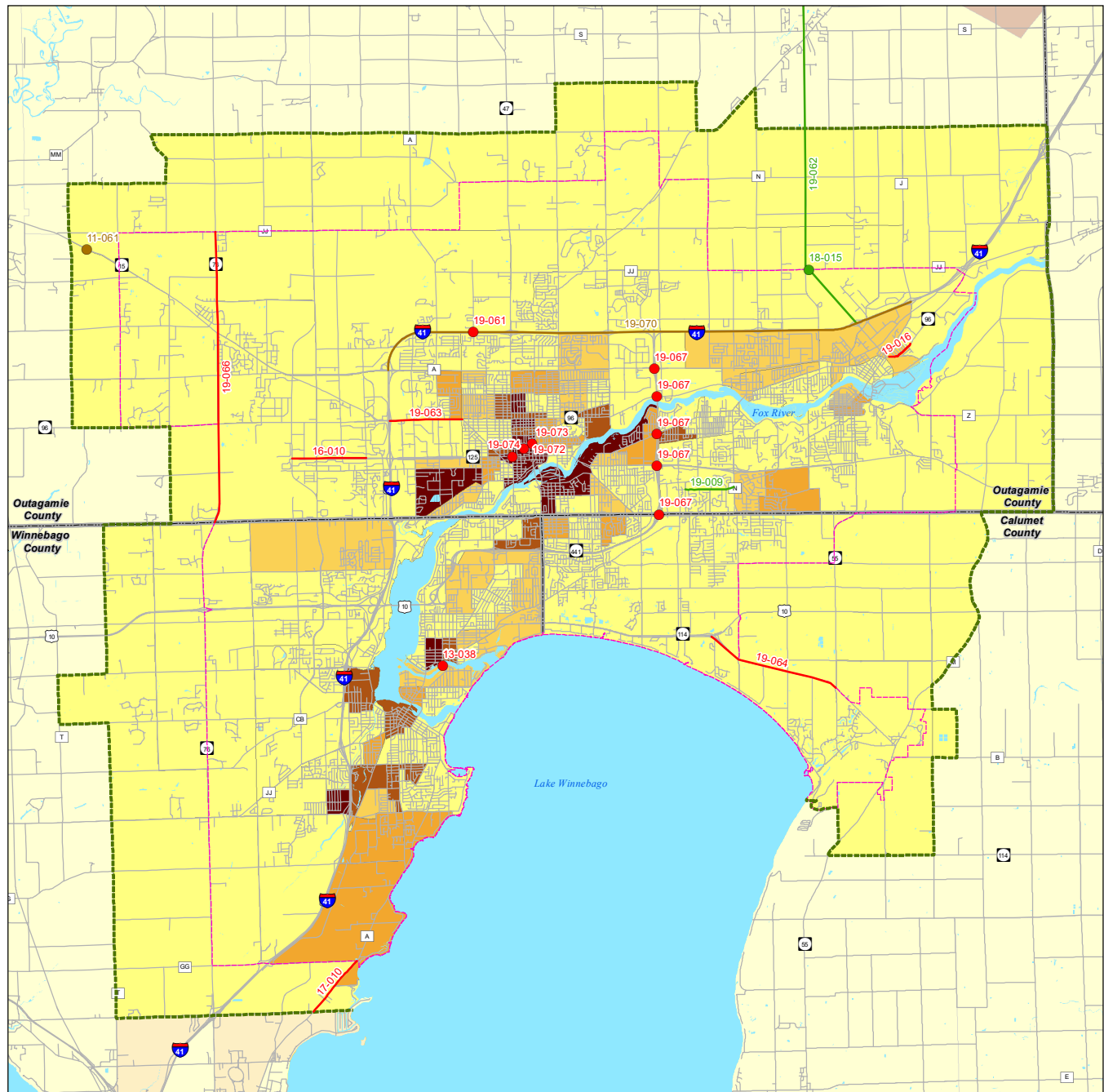
Map G-7 depicts 2017 distribution of households with no car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2020 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population. The majority of these households are served by fixed transit or other modes of transportation in the area.

Map G-8 depicts 2017 distribution of households with at least one car in the Fox Cities MPO area by census tract. This analysis is included with transit fixed routes and 2020 TIP projects. Further analysis of the TIP projects in relation to these households do not propose a disproportionately high adverse impact compared to the general population.

It appears that none of the programmed projects disproportionately affect any certain population concentration in the Fox Cities urbanized area. Also, the concentration of populations near the city center, allows for optimal access to a number of modes, including the radial route design of urban transit systems, urban bicycle and pedestrian routes, and well-developed and maintained local street and highway systems.

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**Appleton Transportation Management Area TIP Projects (2020 - 2023) and
Population Below Poverty Level (American Community Survey 2017)**

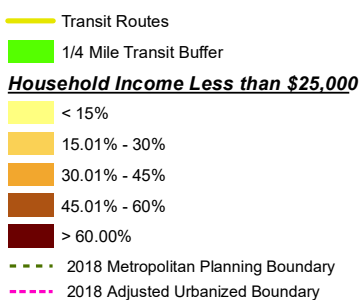
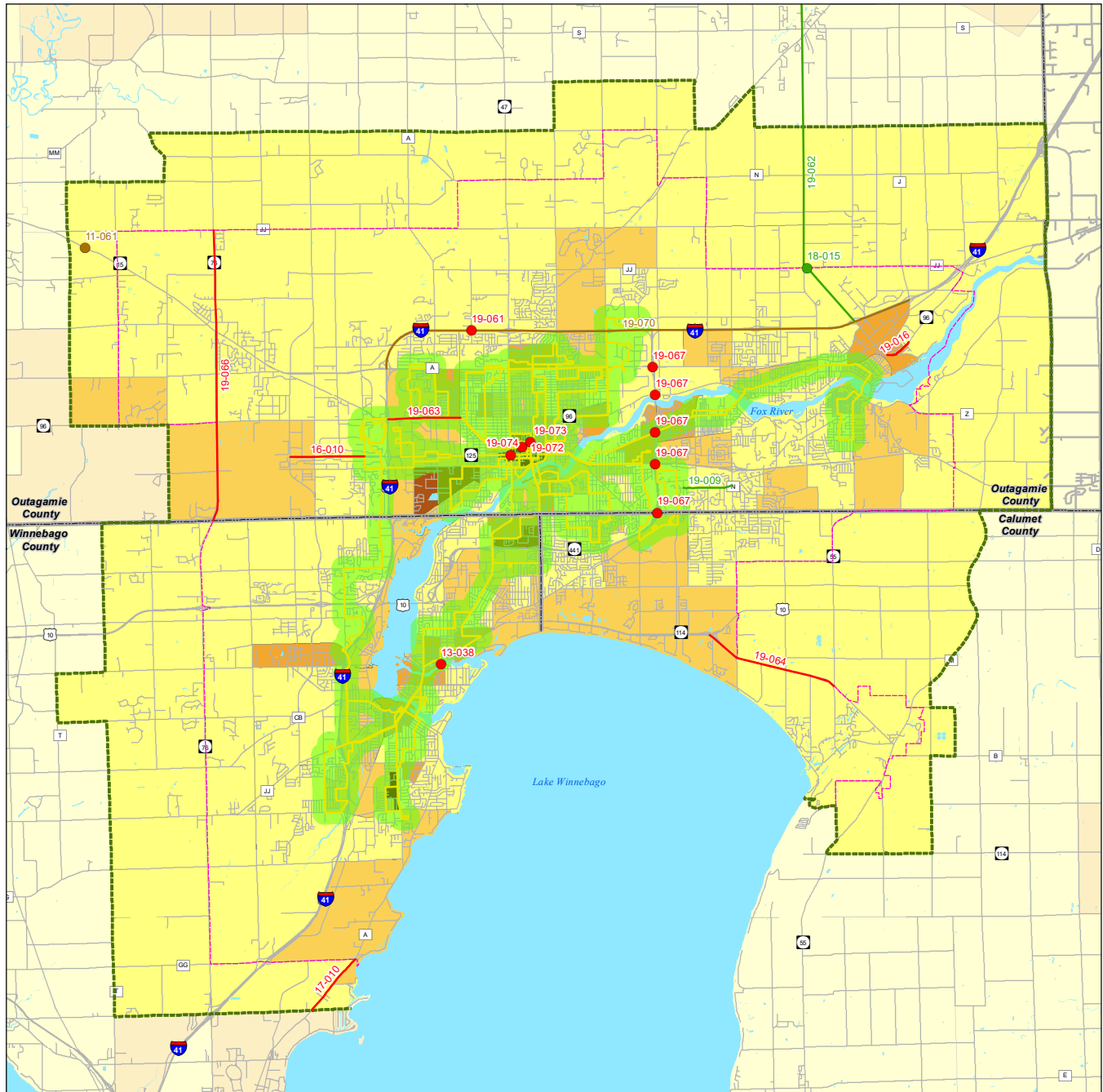


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Prepared SEPTEMBER 2019:



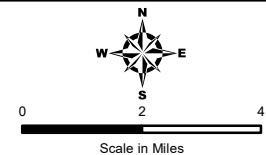
Figure G-2
Appleton Transportation Management Area TIP Projects (2020 - 2023) and
Household Income Less than \$25,000 per Year (American Community Survey 2017)



TIP Project Year and Number

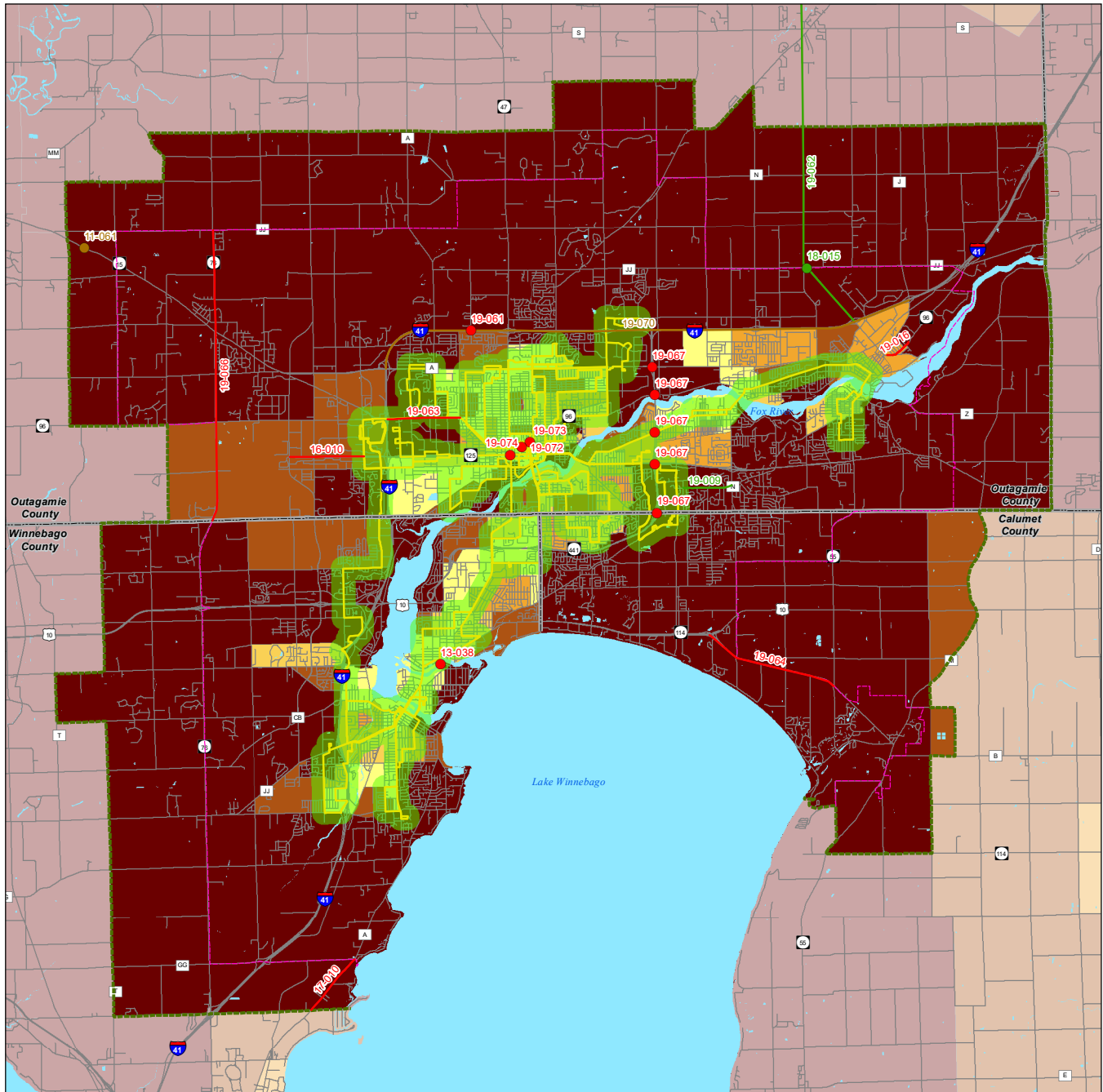


TIP Intersection Project Year and Number



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Figure G-3
Appleton Transportation Management Area TIP Projects (2020 - 2023) and
Household Income Greater than \$100,000 per Year (American Community Survey 2017)



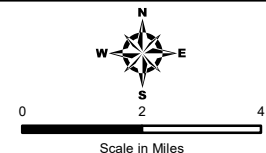
- Transit Routes
- 1/4 Mile Transit Buffer
- Household Income Greater than \$100,000**
- < 10.00%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%
- 2018 Metropolitan Planning Boundary
- 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**

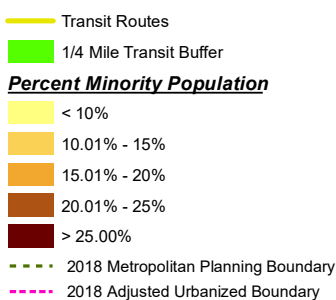
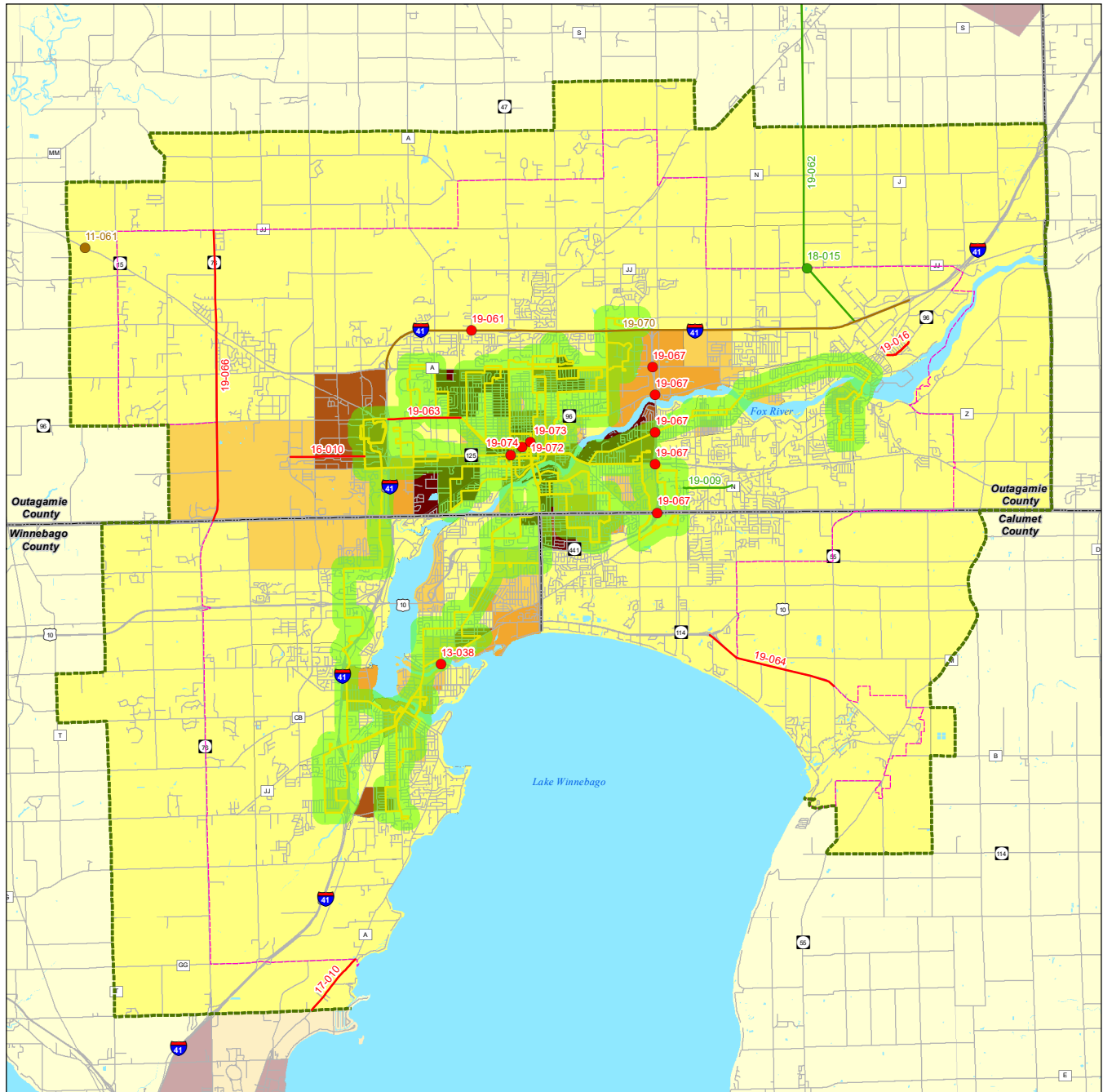
TIP Intersection Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**



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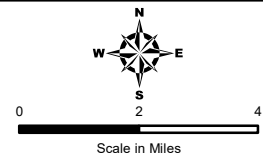
Figure G-4
Appleton Transportation Management Area TIP Projects (2020 - 2023) and
Minority Population (American Community Survey 2017)



TIP Project Year and Number

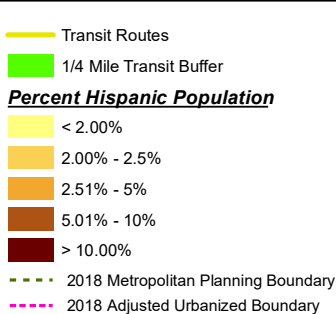
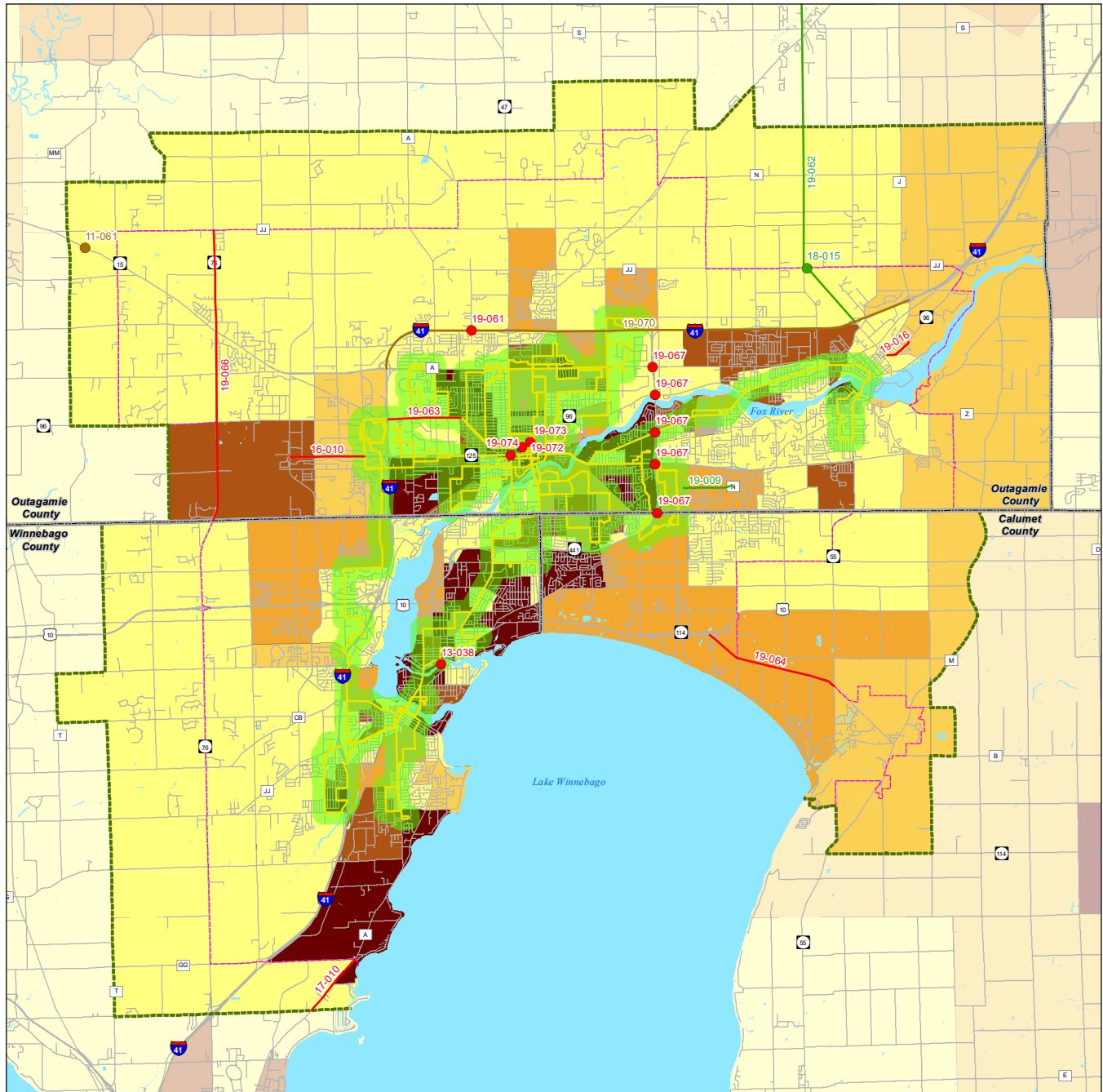


TIP Intersection Project Year and Number



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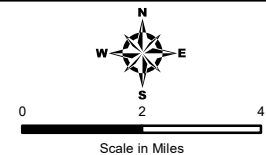
Figure G-5
Appleton Transportation Management Area TIP Projects (2020 - 2023) and
Hispanic Population (American Community Survey 2017)



TIP Project Year and Number

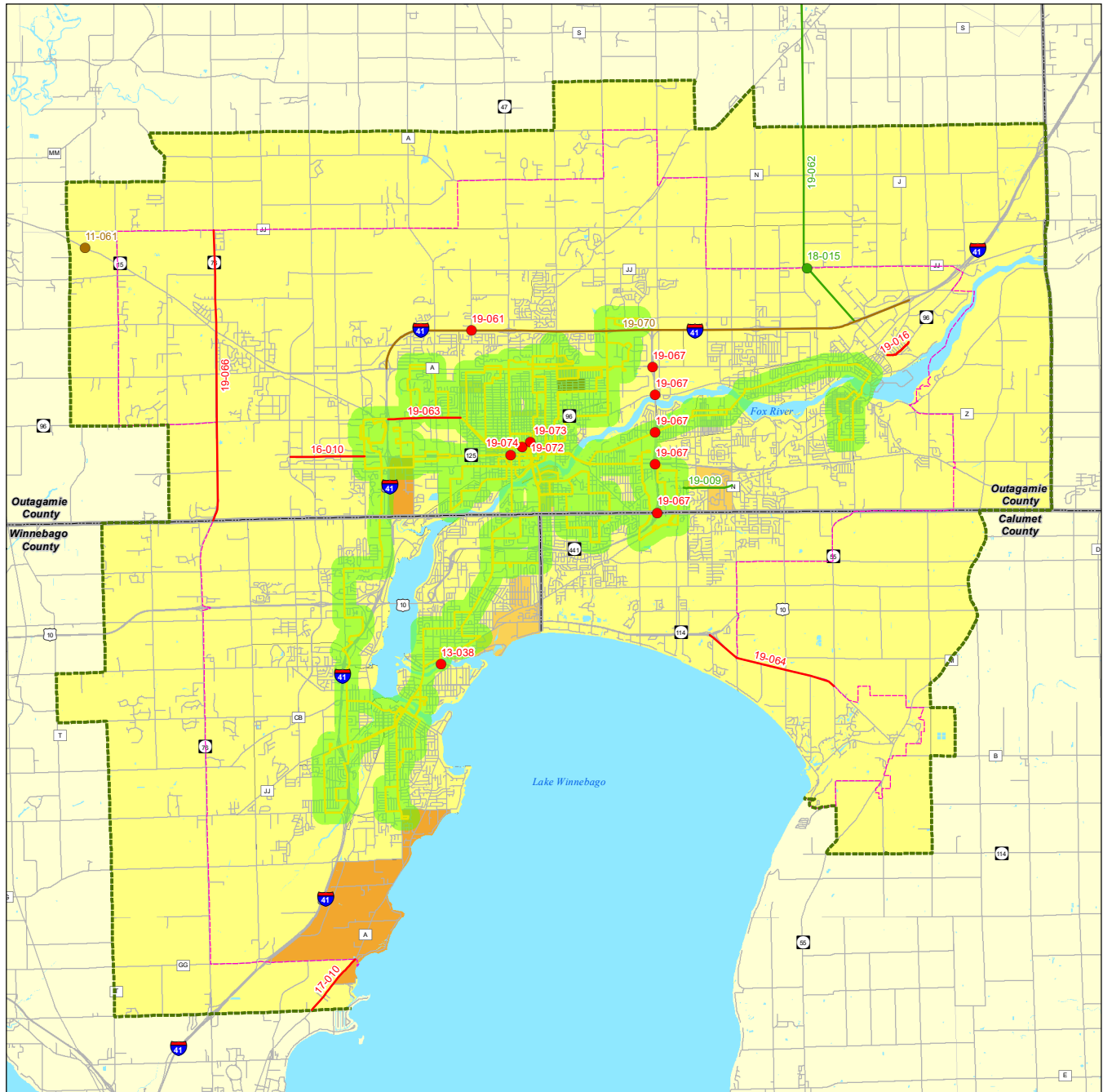


TIP Intersection Project Year and Number



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Figure G-6
Appleton Transportation Management Area TIP Projects (2020 - 2023) and
"Speaks English Less than Well" (American Community Survey 2017)



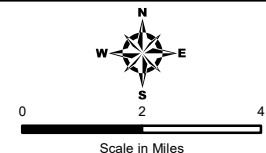
- Transit Routes
- 1/4 Mile Transit Buffer
- Speaks English Less than Well**
- < 5%
- 5.01% - 10%
- 10.01% - 15%
- 15.01% - 20%
- > 20%
- - - 2018 Metropolitan Planning Boundary
- - - 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**

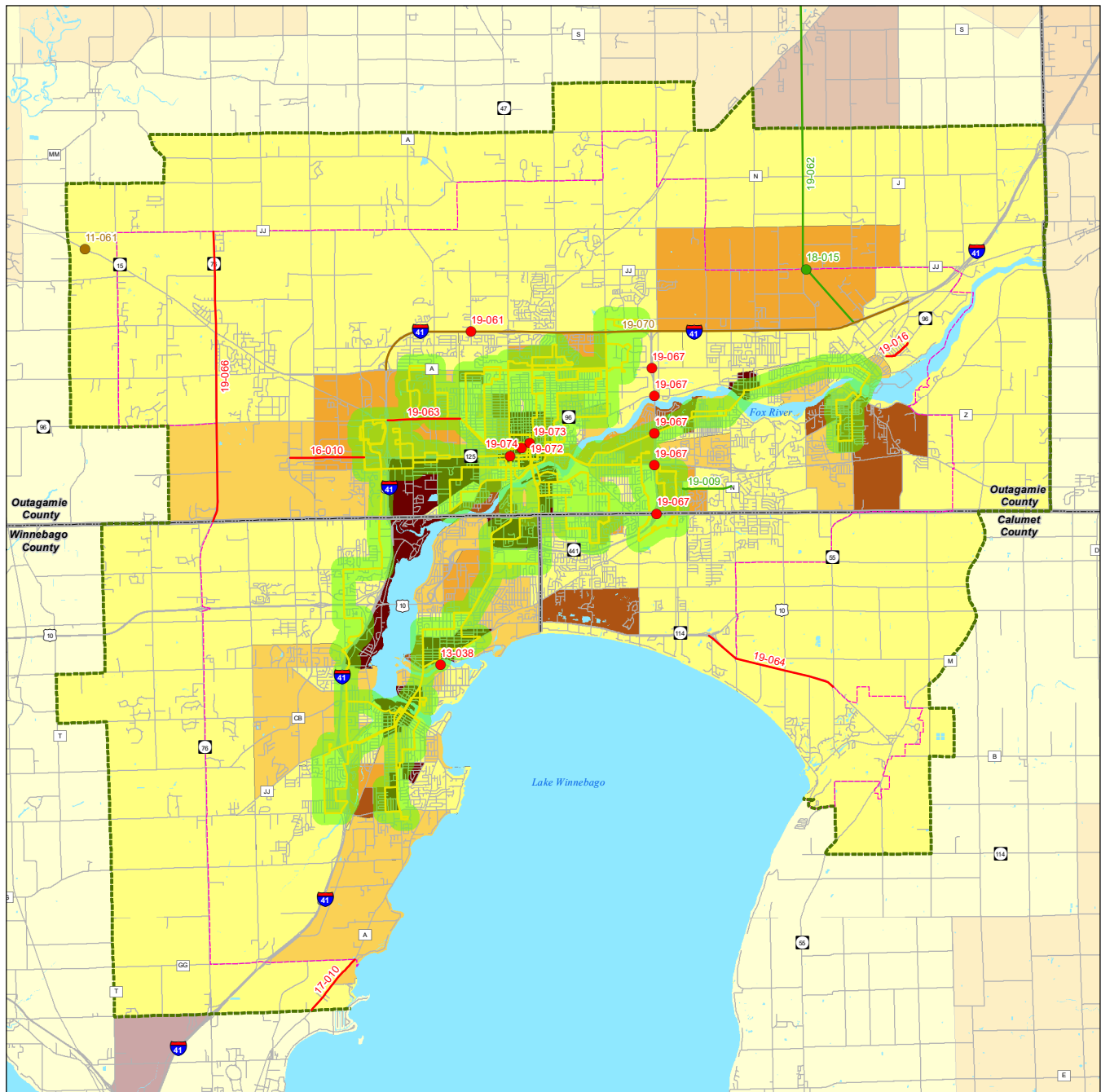
TIP Intersection Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**



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Figure G-7
Appleton Transportation Management Area TIP Projects (2020 - 2023) and
Household No Access to a Car (American Community Survey 2017)



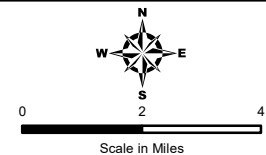
- Transit Routes
- 1/4 Mile Transit Buffer
- Households No Access To A Car**
- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10.00%
- - - 2018 Metropolitan Planning Boundary
- - - 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**

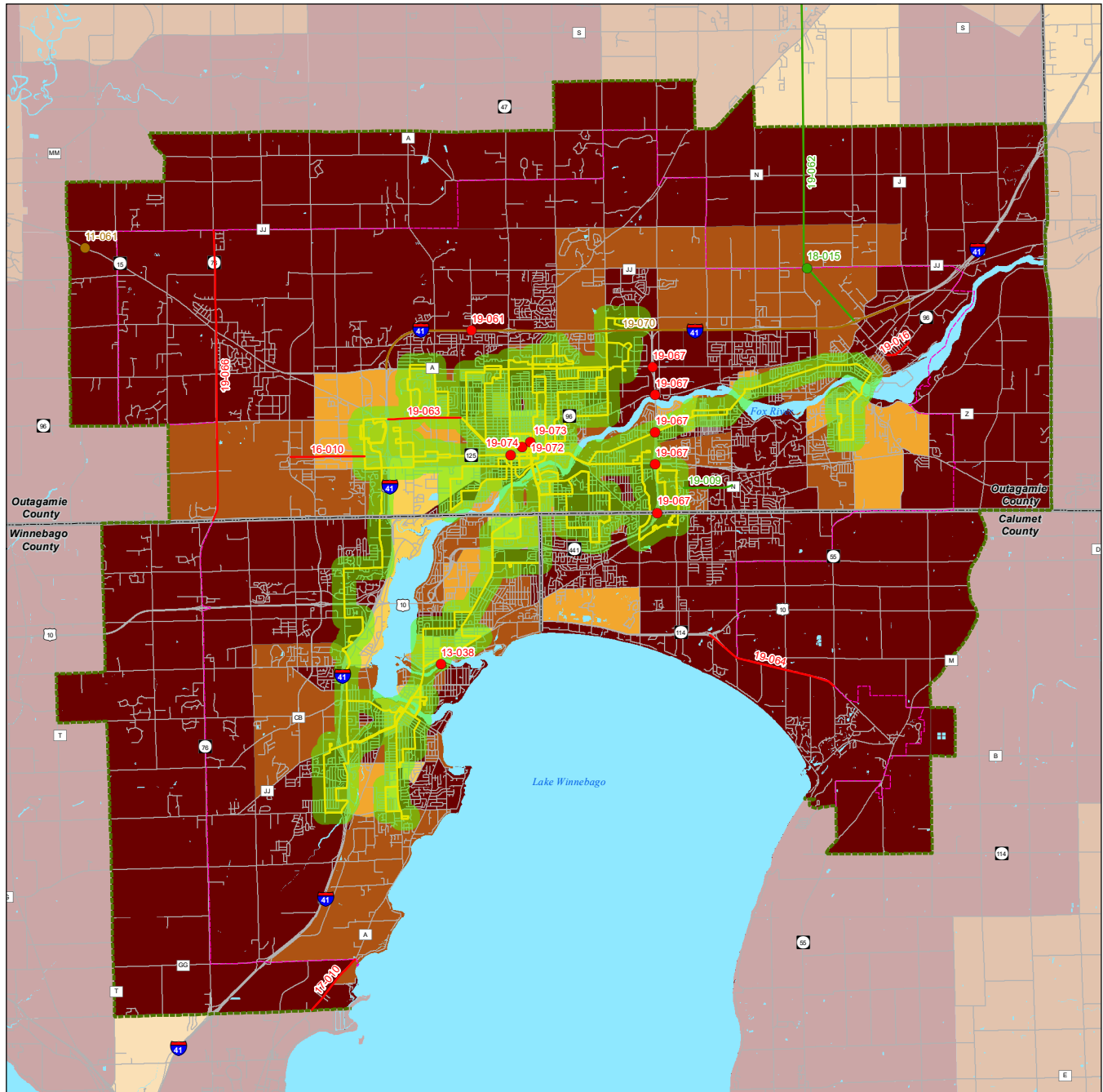
TIP Intersection Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**



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Figure G-8
Appleton Transportation Management Area TIP Projects (2020 - 2023) and
Household Access to a Car (American Community Survey 2017)



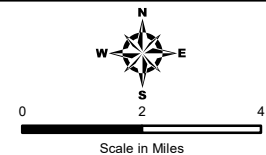
- Transit Routes**
- 1/4 Mile Transit Buffer**
- Access to a Car**
- Below 85%
 - 85% - 90%
 - 91% - 95%
 - 96% - 98%
 - Above 98%
 - 2018 Metropolitan Planning Boundary
 - 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056

TIP Intersection Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056



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APPENDIX H

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

FUNCTIONAL CLASSIFICATION SYSTEM AND STP-URBAN ELIGIBLE ROADWAYS

The following maps identify the urbanized area functional classification system and the roadways that are eligible for STP-Urban funding in the Fox Cities urbanized area. Projects must meet federal and state requirements. Counties, towns, cities, villages and certain public authorities located within the urbanized areas are eligible for funding on roads functionally classified as higher than “local”.

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Fixing America’s Surface Transportation Act (FAST Act).

Figure H - 1 shows the Fox Cities urbanized area.

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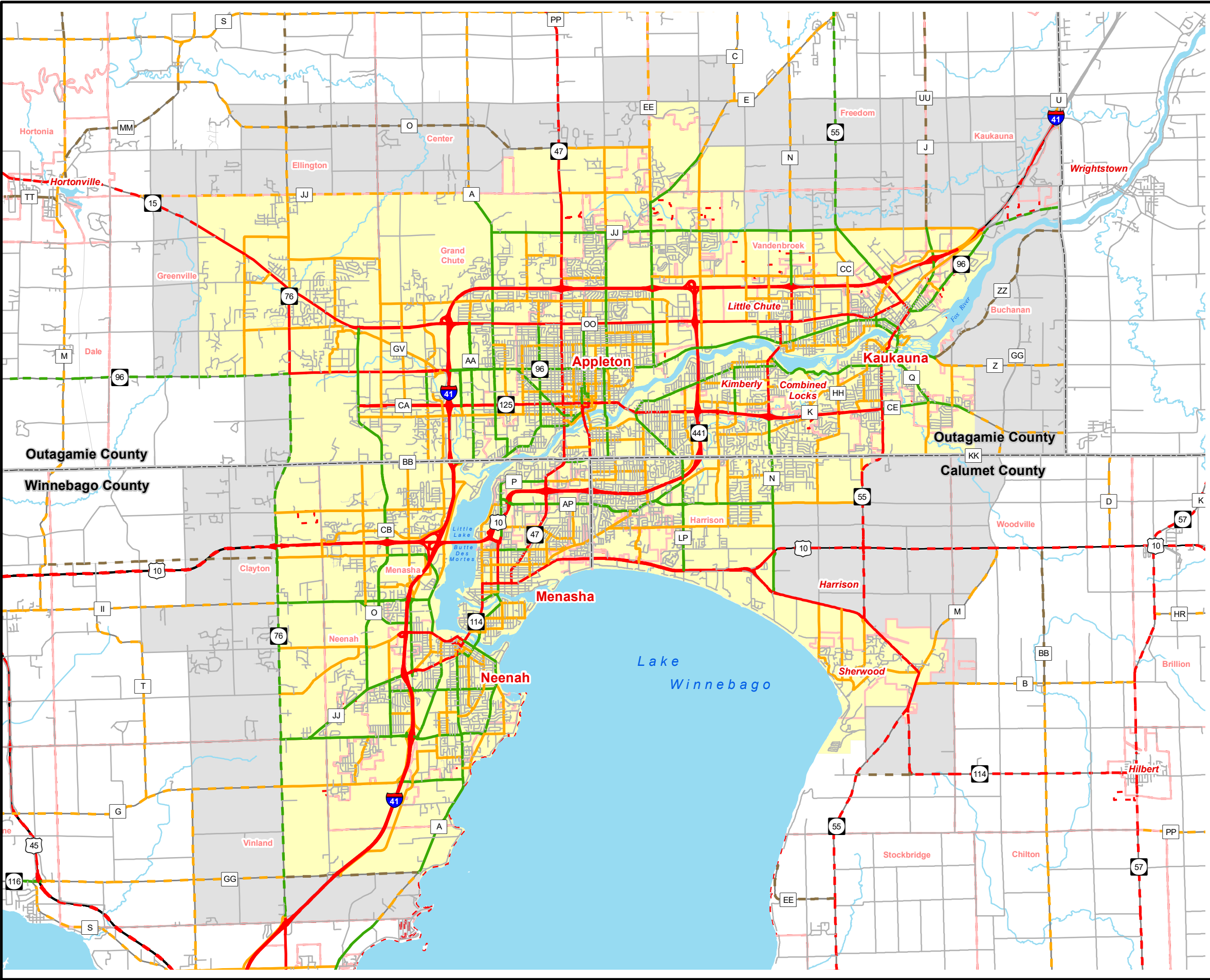
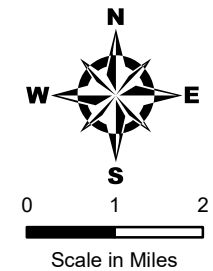


Figure H-1
Appleton Transportation
Management Area
Functional Classification
System
2019

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- - - Rural Principal Arterial
- - - Rural Minor Arterial
- - - Rural Major Collector
- - - Rural Minor Collector
- Local
- Municipal Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Boundary



Source:
 Base data provided by Outagamie, Winnebago, and Calumet Counties 2018.
 TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
 Functional Classification System provided by WisDOT/ECWRPC 2018.

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Prepared SEPTEMBER 2019 by:



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APPENDIX I

PERFORMANCE MEASURES

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As part of the latest federal transportation bills, MAP-21 and the FAST ACT, it is a requirement to incorporate performance based planning and programming into the development of the Metropolitan Planning Organization (MPO) Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule further defined the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the 23 CFR 490 performance measures targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets (23 CFR 450.326(d)).

Federal funding is provided for a wide range of transportation-related activities, including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. The program is funded through the federal Fixing America's Surface Transportation Act (FAST Act).

23 USC 150: National performance measure goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

More information on the National performance measure goals can be viewed at the Federal Highway Administration website link listed below.

<https://www.fhwa.dot.gov/tpm/about/goals.cfm>

East Central Wisconsin Regional Planning Commission being the designated Metropolitan Planning Organization (MPO) for the Fox Cities (Appleton) Transportation Management Area has been planning using performance measures in one way or another for many years. The Long Range Transportation/Land Use Plan for 2050 addressed performance measures as a new requirement as a part of the federal MAP-21 transportation legislation. Staff at the MPO has been tracking and updating data as it becomes available. The goals identified above have been incorporated into the policies and performance measures monitored in the LRTP. The Long Range Transportation/Land Use Plan was adopted on October 30, 2015 and can be viewed at the following link to the MPO website.

<http://www.ecwrpc.org/wp-content/uploads/2017/01/2015-2050-FC-LRTP.pdf>

Performance measures for the MPO Area were also in part developed out of recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Fox Cities which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the CMP, TIP and LRTP. The CMP as a stand-alone document provides guidance in the selection of projects for the 4 year TIPs. The TIPs consequently impact which projects are initiated in both the short and long term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network.

Performance measurements are a powerful set of tools for building accountability of the CMP. They also provide a means of identifying priorities by creating a roadmap to address them. More specifically, these priorities recognize, assess, and communicate the importance of congestion within the region. Performance measures allow the Appleton TMA to adequately gauge the system performance in order to identify congestion related problems and communicate this information to the public and effectively engage residents of the Appleton TMA. Performance measures use statistical evidence to determine current congestion conditions and assist the TMA advance their identified vision, goals and objectives within the larger CMP. It is important to note that performance measures can adapt or change over time to better reflect the needs of the TMA.

In addition, the CMP document will be incorporated in the development of future versions of the LRTP and TIP for the Appleton TMA by calling upon the performance measures explicitly described within the plan and concepts presented throughout the document. Specifically, the performance measures and targets within the CMP will assist ECWRPC staff in the development of appropriate actions and recommendations/policies for the Appleton TMA on behalf of the LRTP and TIP documents. The CMP will also be utilized by the Appleton TMA Technical Policy Advisory Committees for decision-making purposes. More broadly, ECWRPC staff hopes that the data gathered will be useful to other area municipalities when making transportation related decisions. East Central completed the Congestion Management Process Plan in 2013 and the full document can be viewed at the website link listed below.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/congestion-management-process/>

East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation Improvement Program and for the Transportation Alternatives Program (TAP). The ranking criteria for these federal programs use scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP. The Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area – 2020 can be viewed at the following link.

<http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/transportation-improvement-program/>

SETTING TARGETS FOR PERFORMANCE MEASURES

According to the requirement for the federal performance measure management process, targets are set for national performance measures on a schedule based on when the measures were finalized. In this case, the Wisconsin Department of Transportation must report to the USDOT on the progress in achieving the targets for each measure. The Wisconsin Department of Transportation is the first to set their performance measure targets in coordination with MPOs, from there the MPOs can choose to set their own targets or support the measures WisDOT have adopted. In Wisconsin, most MPOs have chosen to follow and support WisDOT and their performance measure targets.

The U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) within the National Performance Management Measures Highway Safety Improvement Program. The Wisconsin Department of Transportation (WisDOT) established statewide calendar year 2020 targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and that was approved at the state level on August 31, 2019. The WisDOT targets are:

- Number of fatalities < 564.7 (576.2 - 2014-'18 averages)
- Rate of fatalities < 0.888 per 100 million vehicle miles traveled (VMT) (0.906 - 2014-'18 averages)
- Number of serious injuries < 2,907.0 (3,060.0 - 2014-'18 averages)
- Rate of serious injuries < 4.585 per 100 million VMT (4.826 - 2014-'18 averages)
- Number of non-motorized fatalities and non-motorized serious injuries < 344.7 (3620.8 - 2014-'18 averages)

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they were approved by formal resolution on October 25, 2019. Staff will work closely with the Wisconsin Department of Transportation and will plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2020 HSIP targets.

LINK OF INVESTMENTS TO PERFORMANCE MEASURES

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. The next section outlines projects with investment priorities to those with safety benefits to the transportation system. Projects are programmed in the first 4 years of the TIP will assist WisDOT in achieving the safety performance measure targets. As more performance measures are developed a more thorough analysis will be adopted.

ANALYSIS OF SAFETY PROJECTS IN THE TIP

Highway Safety Improvement (HSIP) Projects

There are three Highway Safety Improvement Program project programmed in the Appleton Transportation Management Area.

- The Memorial Drive intersection, East Franklin Street intersection, and North Appleton Street Railroad crossing intersections will be reconstructed in 2020. This project will improve the crossing gates and upgrade railroad circuitry.

Major Infrastructure Projects

The 2020-2023 TIP contains two major infrastructure projects that will add capacity and improve safety to the transportation system.

- The USH 10/I41/WIS 441 project expansion is the largest in the existing program. The project spans 6 miles and the limits of this project are from CTH CB on the west and Oneida Street Interchange on the east. This project began in 2012 with design and will continue through 2019 with construction of the diverging diamond interchange being built at the Oneida Street Interchange with USH10/WIS 441. Also, the project included the addition of a new parallel bridge south of the Roland Campo Bridge, finishing all possible movements at the I41 interchange, the reconstruction of 5 interchanges, 4 roundabouts, and adding 15 traffic cameras for operations.
- The WIS 15 Majors project is an important regional route that connects the Appleton metropolitan area with Greenville, Hortonville, New London, and other local communities. Traffic forecasts along the corridor exceed the threshold for a 4-lane facility and analysis shows that without an expansion, WIS 15 has a failing level of service by 2040. In addition, heavy regional traffic currently conflicts with local traffic through the Village of Hortonville. Studies show 75% of eastbound traffic and 52% of westbound traffic have destinations beyond Hortonville. A WIS 15 bypass of Hortonville is needed to separate the regional and local traffic. Expansion of existing WIS 15 through the village is not an option due to narrow corridor and severe business/property impacts. Safety is a major concern along the corridor as crash data shows the WIS 15 segments east and west of Hortonville both have a crash rate higher than the statewide average for a rural 2-lane highway. Roughly 300 existing access points along WIS 15 and growing traffic

volumes contribute to increasing conflicts along the corridor. Changes in the roadway design will help to reduce safety and crash related issues.

Surface Transportation Block Grant Program – Urban Projects

The 2020-2023 TIP contains two projects that are programmed for construction. These projects use ranking criteria to prioritize for funding. The criteria include plan consistency, preservation of the system, capacity needs, safety, and multimodality. Improvements can include adding more lanes at intersections, maximizing total width of roadways to add bicycle lanes. Use frontage roads to direct local traffic to major intersections. Also, reduce the number of conflict points between motorized and non-motorized transit and pedestrians, and install safe, highly visible crosswalks.

Pedestrian/Bicycle Safety Education Programs

East Central Wisconsin Regional Planning Commission also runs a federally funded regional Safe Routes to School Program that has 157 schools that participate. This program is funded through the Transportation Alternatives Program (TAP) and has an extensive pedestrian and bicycle safety education curriculum.

SETTING TARGETS FOR TRANSIT PERFORMANCE MEASURES

MAP-21/Fast Act Performance Measures for transit as established in 49 USC 625 and 23 CFR 490 are:

- Transit
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Valley Transit Asset Management Plan

Introduction

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), Valley Transit has developed the following 2020 performance measures for capital assets. Assets are categorized by Rolling Stock, Equipment and Facilities. Valley Transit is a tier II provider.

Performance Measures and Targets

Performance measure of vehicles will be based on the percentage of vehicles that have either met or exceeded their established useful life benchmark (ULB). The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

For equipment and facilities, performance will be measured by condition rating of each individual asset.

The following targets have been established:

Transit Asset Management Goals

Category	Target
Revenue Vehicles	Allow less than 30% of vehicles to meet or exceed ULB.
Equipment	Allow less than 30% of vehicles to meet or exceed ULB.
Facilities	Allow 0% of facilities to fall below a condition rating of 3

*ULB is useful life benchmark. The established ULB for heavy and medium duty buses is 12 years. For support vehicles, the ULB is 10 years.

Asset Condition Summary

Asset Category/Class	Description	Count	Avg Age	Condition Rating*	% at or past ULB
Revenue Vehicles	Buses	28	8.4		50%
Revenue Vehicles	Cutaways	3	6.7		0%
Equipment	Staff and Maintenance Vehicles	7	11.1		42%
Equipment	Bus Wash	1	1	4	
Equipment	Fare collection system	1	9	3	
Equipment	ITS	1	1	5	
Facility	Transit Center	1	29	3	
Facility	Operations & Maintenance	1	38	3	

*** Condition Rating Scale**

5, Excellent, No visible defects, new or near new condition, may still be under warranty, if applicable
4, Good, Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional

3, Adequate, Moderately deteriorated or defective; but has not exceeded useful life

2, Marginal, Defective or deteriorated in need of replacement; exceeded useful life

1, Poor, Critically damaged or in need of immediate repair; well past useful life

An asset is not in good repair if it is rated 1 or 2

The methodology used to establish targets is based on staff input, empirical data and comparisons to other plans developed by peers. Targets set above may be adjusted as needed.

The East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 25, 2019. The MPO will continue to work cooperatively with Valley Transit to monitor targets and maximize federal funding to improve vehicles and facilities throughout the system.

SETTING TARGETS FOR 2019 – 2021 NATIONAL PERFORMANCE MANAGEMENT MEASURES – SECOND PERFORMANCE RULE (PM2) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The 2019 and 2021 NHS pavement condition targets are identified in Exhibit A. The 2019 and 2021 NHS bridge condition targets are identified in Exhibit B.

Comments for FHWA on the PM2 Rule Calculations

WisDOT would like to provide the following comments about the calculations for the pavement condition performance measure:

The FHWA pavement rating metrics of “good”, “fair”, and “poor” allow national comparisons of NHS condition, using data all states can reasonably collect. While WisDOT understands the utility a simplified measure provides for broad national comparisons, the department cautions that these newly created measures provide only a rudimentary assessment that does not precisely correlate with the more comprehensive condition assessment measure used by the department for establishing condition of state highways. WisDOT uses the Pavement Condition Index (PCI) method to assess state highway conditions. PCI is an American Society of Testing and Materials standard (ASTM D6433-11) that has been widely accepted and used by transportation agencies since its development in the 1970s. PCI is a comprehensive pavement condition measure that involves the identification and measurement of unique distress types for developing accurate condition ratings. PCI provides key information about the causative factors creating the distresses defining pavement condition, and that information is essential to the development of cost-effective improvement plans.

Exhibit A

Wisconsin Department of Transportation NHS Pavement Condition Targets

Measure	2-Year Target (2019)	4-Year Target (2021)
Interstate – Percentage pavements in “Good” condition	NA	> 45%
Interstate – Percentage pavements in “Poor” condition	NA	< 5%
Non-Interstate NHS – Percentage pavements in “Good” condition	≥ 20%	≥ 20%
Non-Interstate NHS – Percentage pavements in “Poor” condition	≤ 12%	≤ 12%

Exhibit B

Wisconsin Department of Transportation NHS Bridge Condition Targets

Measure	2-Year Target (2019)	4-Year Target (2021)
Percentage of NHS bridges by deck area in “Good” condition	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in “Poor” condition	≤ 3%	≤ 3%

Numerous projects in the Fox Cities (Appleton) TMA are programmed for improvements on the NHS system that will improve pavement conditions. Both the USH 10 and WIS 15 Majors reconstruction projects will have significantly improved pavement conditions and should help to achieve set targets in future years. Also, the CTH CA STP Urban project from CTH CB to Casaloma Drive will be a complete reconstruction and is currently on the National Highway System.

SETTING TARGETS FOR 2019 – 2021 NATIONAL PERFORMANCE MANAGEMENT MEASURES – THIRD PERFORMANCE RULE (PM3) – 23 CFR Part 490

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration, the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System. The 2019 and 2021 targets for the performance measures are identified in Exhibit C.

Comments for FHWA on the PM3 Rule Calculations

WisDOT is supplying the data as required, but the department cautions its use. While the reliability measures may be useful for describing reliability of individual urban areas or individual states, these measures are not practical to use for inter-state comparisons. The following reliability metric calculations use the “normal” or 50th percentile travel time in the denominator. Comparisons should not be drawn between states with greater prevalence of recurring congestion with “normal” travel times that are significantly higher than free-flow travel times, and states with “normal” travel times that are close to the posted or free-flow speed.

The reliability measures are based on the following metrics:

- **Travel Reliability Metric:** *Level of Travel Time Reliability (LOTTR) = 80th percentile travel time / 50th percentile travel time*
- **Freight Reliability Metric:** *Truck Travel Time Reliability (TTTR) = 95th percentile travel time / 50th percentile travel time*

These reliability metrics do not allow for meaningful comparison between states because urbanized areas with higher levels of recurring congestion may have 50th percentile travel times well above the free-flow travel times, while other urbanized areas with lower levels of recurring congestion have 50th percentile speeds that are closer to the free-flow travel times. For example, it is difficult to compare two 10-mile freeway corridors with a posted speed of 60 mph, when one route has an 80th and 50th percentile travel times of 20 minutes (30 mph) and 10 minutes (60 mph) respectively, while the other route with higher levels of recurring congestion has 80th and 50th percentile travel times of 30 minutes (20 mph) and 15 minutes (40 mph) respectively. While the reliability measures show that these two routes have the same reliability index, the route with the lower 50th percentile travel time has significantly better traffic flow and throughput. For these reasons, these reliability measures should not be used to make simple comparisons between states.

Exhibit C

Wisconsin Department of Transportation

Measure	2017 Results	2-Year Target (2019)	4-Year Target (2021)
Travel Reliability			
1) Percent of person-miles traveled that are reliable on the Interstate	97.9%	94.0%	90.0%
2) Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	NA	86.0%
Freight Reliability			
3) Truck Travel Time Reliability Index on the Interstate	1.16	1.40	1.60

East Central Wisconsin Regional Planning Commission agreed to adopt the targets and they will be approved by formal resolution on October 25, 2019. Staff within the MPO will work closely with the Wisconsin Department of Transportation Northeast Region and Central Office to plan and program projects so that they contribute toward the accomplishment of the WisDOT's calendar year 2019 and 2021 PM2 and PM3 performance measures. Further analysis and mapping will be developed and used to better understand how these measures can influence decision making for the MPO area.



APPENDIX J

OPERATIONS AND MAINTENANCE

OPERATIONS AND MAINTENANCE

INTRODUCTION

Current federal transportation law requires that the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, state(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with § 450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53) (See Table 2 – Summary of Federal Funds Programmed) . In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, state(s), and public transportation operator(s).

To complete a financial analysis of local expenditures for the Fox Cities (Appleton) MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue’s (DOR) County and Municipal Revenues and Expenditures reports. State and federal transportation expenditures and revenues were taken from ECWRPC’s annual Transportation Improvement Program (TIP) from 2020 – 2023.
23 USC 150: National performance measure goals are:

Local Financial Analysis

Local expenditures were gathered for the Appleton (Fox Cities) TMA municipalities from 2013 to 2017 at the following local transportation expenditures which are defined by the DOR:

- **Highway Maintenance and Administration:** includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.
- **Highway Construction:** includes the operating expenditures and capital outlay for constructing highways.

- **Road Related Facilities:** include operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.
- **Other Transportation:** includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

State and Federal Financial Analysis

State (WisDOT) and federal (FHWA and FTA) expenditures were gathered from ECWRPC's short range Transportation Improvement Program (TIP) for the five year period from 2010-2014 using the year of expenditure dollar amounts. WisDOT expenditures included both preservation and expansion project dollars. Federal funding expenditures included the following sources:

- National Highway System
- Bridge Replacement/Rehab
- Surface Transportation Program Fond du Lac Urbanized Area
- Surface Transportation Program State Flexibility
- Surface Transportation Program (Highway Safety Improvement Program)
- Surface Transportation Program Enhancements
- Section 5307 Operating Funds
- Section 5307 Capital Funds

ESTIMATED LONG RANGE FINANCIAL NEED

Local Expenditures/Revenues

The estimated long range financial need for local TMA expenditures was calculated using the following steps:

1. Gathered local expenditures for Highway Maintenance and Administration, Highway Construction, Road Related Facilities and Other Construction for the local municipalities (2013-2017) provided by the DOR. Please reference **Table J-1**.
2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.

To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2 percent (provided by WisDOT) was applied to the 2013-2017 annual average expenses for each municipality and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-2**.

Table J-1: Historic Expenditures for Appleton TMA Municipalities (2013 – 2017)

Municipality	2017	2016	2015	2014	2013	5-Year Average
T Harrison						
Highway Maintenance & Adm.	886,000	832,100	721,500	842,000	869,600	
Highway Construction	670,500	921,200	554,000	1,133,800	732,300	
Road Related Facilities	214,200	20,700	8,600	321,800	13,900	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	1,770,700	1,774,000	1,284,100	2,297,600	1,615,800	1,748,440
V Sherwood						
Highway Maintenance & Adm.	264,600	108,400	145,300	365,800	728,400	
Highway Construction	827,500	80,300	497,200	14,100	81,400	
Road Related Facilities	58,600	60,900	80,300	65,900	72,900	
Other Transportation	0	0	28,800	0	0	
Total Local Transportation Expenditures	1,150,700	249,600	751,600	445,800	882,700	696,080
Calumet County						
Highway Maintenance & Adm.	2,797,400	2,500,400	3,002,600	4,166,600	2,616,900	
Highway Construction	146,400	72,300	10,500	36,500	33,100	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	2,943,800	2,572,700	3,013,100	4,203,100	2,650,000	3,076,540
C Appleton						
Highway Maintenance & Adm.	6,675,700	7,307,400	6,439,800	7,045,300	7,038,200	
Highway Construction	4,648,000	5,570,400	7,057,600	10,552,400	8,556,400	
Road Related Facilities	2,103,100	2,500,000	2,496,700	2,181,500	2,290,000	
Other Transportation	0	162,800	0	0	0	
Total Local Transportation Expenditures	13,426,800	15,540,600	15,994,100	19,779,200	17,884,600	16,525,060
C Kaukauna						
Highway Maintenance & Adm.	1,657,300	1,748,500	1,769,100	1,654,600	2,042,500	
Highway Construction	1,812,900	1,501,500	2,862,400	1,428,700	3,102,300	
Road Related Facilities	973,200	770,000	606,100	1,142,500	710,400	
Other Transportation	25,800	20,000	72,700	1,900	29,200	
Total Local Transportation	4,469,200	4,040,000	5,310,300	4,227,700	5,884,400	4,786,320
T Buchanan						
Highway Maintenance & Adm.	113,200	148,600	127,200	139,800	150,500	

Municipality	2017	2016	2015	2014	2013	5-Year Average
Highway Construction	135,300	211,900	179,500	175,400	257,100	
Road Related Facilities	34,900	76,300	164,100	69,600	112,300	
Other Transportation	58,900	14,200	12,900	19,100	19,100	
Total Local Transportation Expenditures	342,300	451,000	483,700	403,900	539,000	443,980
T Center						
Highway Maintenance & Adm.	182,100	203,800	275,100	288,200	365,800	
Highway Construction	1,600	50,900	166,000	0	0	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	183,700	254,700	441,100	288,200	365,800	306,700
T Freedom						
Highway Maintenance & Adm.	265,500	272,900	236,500	333,700	308,600	
Highway Construction	7,500	0	555,900	764,700	496,600	
Road Related Facilities	37,000	31,000	35,600	35,000	37,300	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	310,000	303,900	828,000	1,133,400	842,500	683,560
T Grand Chute						
Highway Maintenance & Adm.	1,788,600	1,186,100	1,196,400	1,260,900	1,214,300	
Highway Construction	3,081,400	2,695,700	3,791,800	2,563,400	934,100	
Road Related Facilities	287,000	275,600	254,000	1,741,300	1,445,400	
Other Transportation	527,200	603,100	599,100	560,800	558,100	
Total Local Transportation Expenditures	5,684,200	4,760,500	5,841,300	6,126,400	4,151,900	5,312,860
T Greenville						
Highway Maintenance & Adm.	495,700	549,300	455,800	480,600	1,510,100	
Highway Construction	1,530,500	442,100	394,700	335,500	0	
Road Related Facilities	72,100	71,000	79,100	79,600	60,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	2,098,300	1,062,400	929,600	895,700	1,570,900	1,311,380
T Kaukauna						
Highway Maintenance & Adm.	35,800	23,600	37,500	64,600	254,600	
Highway Construction	379,600	329,300	562,400	109,600	0	
Road Related Facilities	5,700	5,500	5,500	4,700	3,200	

Municipality	2017	2016	2015	2014	2013	5-Year Average
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	421,100	358,400	605,400	178,900	257,800	364,320
T Vandebroek						
Highway Maintenance & Adm.	75,400	88,400	137,700	173,600	96,300	
Highway Construction	0	0	0	0	0	
Road Related Facilities	5,700	5,000	3,000	2,500	2,500	
Other Transportation	0	0	0	0	24,200	
Total Local Transportation Expenditures	81,100	93,400	140,700	176,100	123,000	122,860
V Combined Locks						
Highway Maintenance & Adm.	311,300	479,600	423,400	560,700	427,800	
Highway Construction	603,100	11,800	171,300	275,100	173,900	
Road Related Facilities	73,800	114,800	88,100	79,400	72,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	988,200	606,200	682,800	915,200	674,500	773,380
V Kimberly						
Highway Maintenance & Adm.	724,500	879,400	793,800	844,100	912,400	
Highway Construction	836,400	2,520,900	134,500	307,500	898,500	
Road Related Facilities	137,300	162,600	191,200	179,000	183,700	
Other Transportation	65,200	73,500	69,100	68,400	68,100	
Total Local Transportation Expenditures	1,763,400	3,636,400	1,188,600	1,399,000	2,062,700	2,010,020
V Little Chute						
Highway Maintenance & Adm.	1,279,300	1,171,800	1,071,900	1,214,100	1,210,200	
Highway Construction	1,365,200	1,599,100	548,600	469,100	1,328,200	
Road Related Facilities	129,300	500,100	239,200	518,100	664,300	
Other Transportation	34,800	28,100	16,900	18,900	18,200	
Total Local Transportation Expenditures	2,808,600	3,299,100	1,876,600	2,220,200	3,220,900	2,685,080
Outagamie County						
Highway Maintenance & Adm.	5,154,700	4,256,100	4,009,300	4,378,600	3,342,800	
Highway Construction	10,180,900	6,872,400	6,083,800	4,921,800	6,779,300	
Road Related Facilities	945,800	2,187,500	1,254,500	2,610,900	1,333,100	
Other Transportation	50,300	3,800	10,800	145,700	51,000	
Total Local Transportation Expenditures	16,331,700	13,319,800	11,358,400	12,057,000	11,506,200	12,914,620

Municipality	2017	2016	2015	2014	2013	5-Year Average
C Menasha						
Highway Maintenance & Adm.	1,431,800	1,761,700	1,304,900	1,660,900	2,094,300	
Highway Construction	540,500	210,100	143,300	826,000	886,900	
Road Related Facilities	312,300	400,100	410,200	362,400	574,300	
Other Transportation	173,600	198,300	198,200	184,300	174,800	
Total Local Transportation Expenditures	2,458,200	2,570,200	2,056,600	3,033,600	3,730,300	2,769,780
C Neenah						
Highway Maintenance & Adm.	2,948,800	2,753,000	2,230,000	2,461,000	2,389,600	
Highway Construction	2,493,700	1,116,600	3,926,700	365,400	1,843,000	
Road Related Facilities	760,500	860,800	1,247,000	595,700	1,191,500	
Other Transportation	377,200	400,700	405,200	319,100	335,500	
Total Local Transportation Expenditures	6,580,200	5,131,100	7,808,900	3,741,200	5,759,600	5,804,200
T Clayton						
Highway Maintenance & Adm.	462,000	241,000	504,100	509,200	545,400	
Highway Construction	263,100	102,400	100,600	191,700	218,900	
Road Related Facilities	0	0	0	0	10,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	725,100	343,400	604,700	700,900	775,100	629,840
T Menasha						
Highway Maintenance & Adm.	1,664,600	1,723,200	1,702,200	1,395,400	1,635,000	
Highway Construction	2,233,700	343,700	218,900	642,300	24,900	
Road Related Facilities	201,900	214,400	205,700	200,200	844,300	
Other Transportation	0	225,400	201,600	204,700	215,900	
Total Local Transportation Expenditures	4,100,200	2,506,700	2,328,400	2,442,600	2,720,100	2,819,600
T Neenah						
Highway Maintenance & Adm.	314,600	282,900	356,800	303,600	221,400	
Highway Construction	0	0	0	0	0	
Road Related Facilities	21,900	21,800	21,100	21,700	61,200	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	336,500	304,700	377,900	325,300	282,600	325,400

Municipality	2017	2016	2015	2014	2013	5-Year Average
T Vinland						
Highway Maintenance & Adm.	128,900	112,600	118,000	143,100	129,500	
Highway Construction	0	0	0	0	0	
Road Related Facilities	4,500	4,700	3,700	4,400	4,100	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	133,400	117,300	121,700	147,500	133,600	130,700
Winnebago County						
Highway Maintenance & Adm.	3,020,500	3,261,000	3,636,500	2,919,600	3,012,800	
Highway Construction	5,274,600	4,457,500	2,471,700	6,261,800	2,739,300	
Road Related Facilities	443,300	484,500	682,700	283,300	13,300	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	8,738,400	8,203,000	6,790,900	9,464,700	5,765,400	7,792,480
MPO total	77,845,800	71,499,100	70,818,500	76,603,200	73,399,400	
5-Year Average Total						74,033,200

Source: Wisconsin Department of Revenue (2013 – 2017)

Table J-2: Total Local Expenditures and Projected Local Revenues

	2008-2012 annual average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
T Harrison	1,748,440	9,364,232	10,491,808	11,755,159	13,170,634	14,756,551	16,533,432	22,488,638
V Sherwood	696,080	3,728,040	4,176,945	4,679,904	5,243,426	5,874,803	6,582,206	8,953,062
Calumet County	3,076,540	16,477,223	18,461,296	20,684,277	23,174,935	25,965,500	29,092,086	39,570,814
C Appleton	16,525,060	88,504,325	99,161,403	111,101,732	124,479,833	139,468,833	156,262,704	212,547,238
C Kaukauna	4,786,320	25,634,401	28,721,118	32,179,517	36,054,351	40,395,766	45,259,945	61,562,203
T Buchanan	443,980	2,377,852	2,664,177	2,984,978	3,344,409	3,747,119	4,198,322	5,710,522
T Center	306,700	1,642,613	1,840,405	2,062,014	2,310,307	2,588,498	2,900,187	3,944,811
T Freedom	683,560	3,660,986	4,101,817	4,595,729	5,149,115	5,769,136	6,463,815	8,792,028
T Grand Chute	5,312,860	28,454,425	31,880,710	35,719,565	40,020,667	44,839,679	50,238,962	68,334,621
T Greenville	1,311,380	7,023,442	7,869,156	8,816,706	9,878,352	11,067,835	12,400,547	16,867,122
T Kaukauna	364,320	1,951,212	2,186,163	2,449,406	2,744,347	3,074,802	3,445,048	4,685,926
T Vandenbroek	122,860	658,009	737,242	826,016	925,479	1,036,919	1,161,777	1,580,240
V Combined Locks	773,380	4,142,041	4,640,797	5,199,609	5,825,710	6,527,202	7,313,163	9,947,303
V Kimberly	2,010,020	10,765,193	12,061,463	13,513,821	15,141,062	16,964,244	19,006,960	25,853,110
V Little Chute	2,685,080	14,380,655	16,112,274	18,052,403	20,226,148	22,661,641	25,390,399	34,535,810
Outagamie County	12,914,620	69,167,659	77,496,350	86,827,924	97,283,141	108,997,303	122,122,004	166,109,340
C Menasha	2,769,780	14,834,289	16,620,531	18,621,860	20,864,176	23,376,495	26,191,331	35,625,232
C Neenah	5,804,200	31,085,927	34,829,079	39,022,955	43,721,829	48,986,509	54,885,125	74,654,293
T Clayton	629,840	3,373,275	3,779,461	4,234,557	4,744,453	5,315,748	5,955,833	8,101,075
T Menasha	2,819,600	15,101,113	16,919,484	18,956,811	21,239,459	23,796,968	26,662,434	36,266,022
T Neenah	325,400	1,742,766	1,952,617	2,187,738	2,451,170	2,746,323	3,077,017	4,185,333
T Vinland	130,700	699,998	784,287	878,726	984,536	1,103,087	1,235,913	1,681,079
Winnebago County	7,792,480	41,734,685	46,760,087	52,390,613	58,699,128	65,767,270	73,686,510	100,227,781
Total Local Expenditures	74,033,200	396,504,361	444,248,671	497,742,020	557,676,667	624,828,230	700,065,719	952,223,604
Projected Local Revenues	74,033,200	396,504,361	444,248,671	497,742,020	557,676,667	624,828,230	700,065,719	952,223,604

Source: ECWRPC (2019)

WisDOT Expenditures/Revenues

The estimated long range financial need for WisDOT TMA expenditures was calculated using the following steps:

1. Gathered preservation and expansion project expenditures from the TMA's TIP (2020-2023-year of expenditure dollars) provided by ECWRPC. Please reference **Table 1**.
2. To account for a degree of variation in local transportation spending projects in a given year by WisDOT, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of WisDOT MPO transportation expenditures.

To account for projected revenues needed over the life of this plan, it was assumed that WisDOT transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2 percent (provided by WisDOT) was applied to the 2020-2023 annual average expenses and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table J-3**.

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Expenditures/Revenues

The estimated long range financial need for FHWA and FTA TMA expenditures was calculated using the following steps:

1. Gathered federal expenditures from the TMA's TIP (2010-2014) provided by ECWRPC. Please reference **Table 2**.
2. To account for a degree of variation in local federal transportation spending projects in a given year by FHWA and FTA, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of FHWA and FTA MPO transportation expenditures.

Table J-3: Total Local, State and Federal Expenditures and Projected Revenues

	2010-2014 Annual Average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
WisDOT	20,909,200	111,984,745	125,469,172	140,577,301	157,504,646	176,470,265	197,719,592	268,936,555
FHWA	31,734,000	163,494,046	171,833,885	180,599,140	189,811,512	199,493,806	209,669,995	265,769,289
FTA	1,851,200	9,537,410	10,023,914	10,535,234	11,072,637	11,637,453	12,231,080	15,503,627
Total Expenditures	54,494,400	285,016,201	307,326,972	331,711,676	358,388,795	387,601,525	419,620,668	550,209,471
Total Projected Revenues	54,494,400	285,016,201	307,326,972	331,711,676	358,388,795	387,601,525	419,620,668	550,209,471

Source: Transportation Improvement Program (2010 – 2014)

Note: Using the assumptions outlined within this chapter, the Appleton (Fox Cities) TMA (over the life of this plan at a 35 year horizon) will utilize approximately **\$1.5 billion** in funding sources/revenues from local municipalities (\$952,223,604), (\$268,936,555) from WisDOT,

(\$265,769,289) from FHWA and (\$15,503,627) from FTA. As forecasting needs into the future are relatively uncertain, it will be important to revisit funding calculations when this plan is updated on a five year basis (2020 will be the next update to this plan).

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